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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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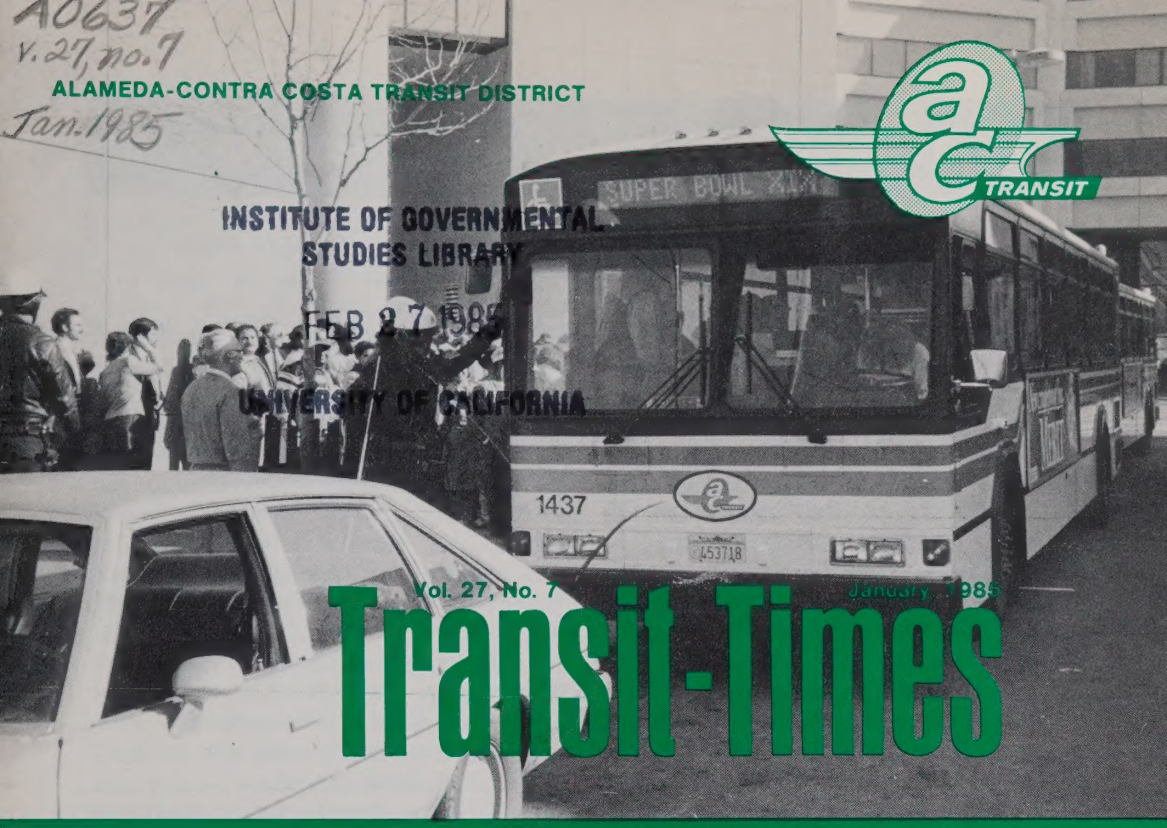
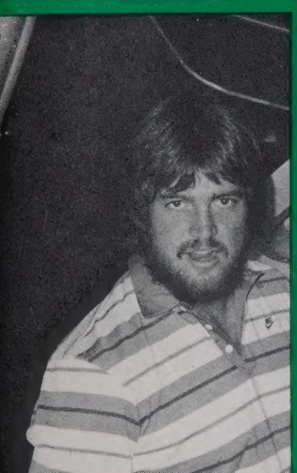
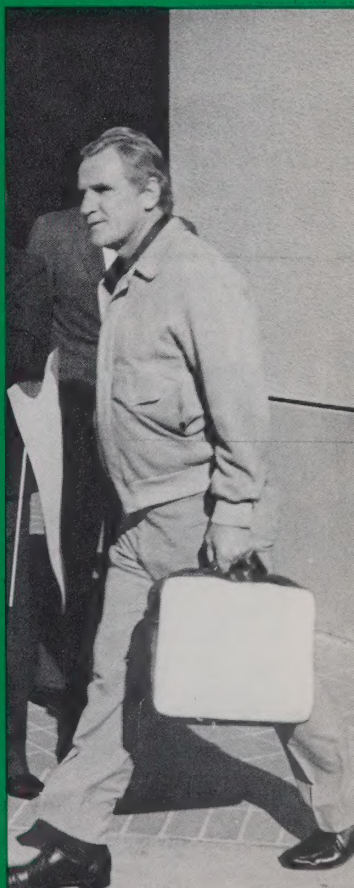



Vol. 27, No. 7 January 1985

# Transit-Times

## Dolphins leave the driving to District buses





## What the Press is saying about transit

The Daily Review

# Transit inequity

When members of the Metropolitan Transportation Commission sit down each year to split up the Bay Area financial pie, four of the biggest transit systems get to help with the carving.

Two others — AC Transit and BART — must stand outside with noses pressed to the windows, hoping they'll get their share.

It's an injustice, a costly one that benefits other transportation systems at the expense of riders from the East Bay. And it's one that should be remedied.

At stake is the distribution of millions of dollars in state and federal funds used to operate and improve Bay Area bus and rail lines.

BART board president Arthur Shartsis, writing in behalf of AC and BART, has asked the commission to consider expanding the panel by two members.

Shartsis' request is modest: He simply wants ex-officio status for AC and BART.

We say that's not enough. It's time to change the rules either by making AC and BART full voting members or getting the representatives of all transit operators off the commission.

Quentin Kopp, chairman of the Metropolitan Transportation Commission has no sympathy with the plight of AC Transit and BART. It's little wonder. In addition to his MTC board membership, Kopp also happens to be a member of the San Francisco Board of Supervisors, which has more than passing interest in funding of the city's public transportation system, the Muni.

Kopp is one of 18 commissioners whose job it is to determine how efficiently the transit systems are run and how deserving they are of the millions of dollars from bridge toll revenues, the state, and the federal government that are allotted each year at MTC's discretion.

In theory, the commission is comprised of officials, most of them elected, who don't have a direct stake in transit.

But Kopp and others on the panel have clear political investment in the operation of their local transit systems.

In San Francisco's case, the lines of control lead from the Muni to the city Public Utilities Commission to the Board of Supervisors, where Kopp sits as an elected member.

Similar situations exist in Santa Clara and San Mateo counties, where the respective boards of supervisors oversee Santa Clara Transit and SamTrans and at the same time appoint representatives to the commission from their own ranks or of their own choosing.

Furthermore, Kopp serves as a board member of the Golden Gate Transportation, Highway and Bridge District, which runs buses and ferries into San Francisco and competes for commission funding.

So how can Kopp oppose MTC membership for transit operators? He routinely promotes the cause of San Francisco transit, yet he now flatly rejects a request to give the same opportunity to directors of AC and BART.

It's an inequality and a conflict of interest. . . .

The commission's administration committee is scheduled to discuss the issue this month. We encourage the members to take a fair-minded look. AC and BART have been relegated to the back of the bus for too long.

# Goals are service, support, MTC voice

Increased emphasis on customer service tops the list of objectives for AC Transit this year, according to Board President *William J. Bettencourt,* who placed that matter first among five aims to receive priority in 1985.

"Specifically, that sets high priority on generation of increased ridership; and to accomplish this we must maintain affordable fares, courteous and understanding employees, good on-time performance, clean and attractive buses and shelters, and aggressive research leading to route improvements," he said.

Another major objective for 1985 is to make the public — along with the officials who control the purse strings for support of public services — truly understand AC Transit's financial need.

"We have to get the message to federal and state officials, to transit industry coalitions, and to the opinion leaders in Alameda and Contra Costa Counties," he declared. "Just like the East Bay's highways and city streets, the mass transit system needs sufficient sustenance and support to meet today's demands and to build for tomorrow."

Also among the five points in the new Board President's program is increased effort to seek state legislation to enable AC Transit to enjoy equal representation on the Metropolitan Transportation Commission with CalTrans, San Francisco MUNI, Golden Gate Transit, and Santa Clara County Transit. While these participate directly or indirectly in MTC's decision-making affecting regional transit operators, AC Transit and BART are shut out.

Bettencourt named a special committee of himself, *Ray Rinehart,* Director-at-Large, and *Michael Fajans,* Ward I Director, to work with state legislators and local officials to achieve equal MTC representation for all of the region's mass transit systems.

Networking activities to be emphasized during 1985 include special liaison committees with BART, California Association of Publicly Owned Transit Systems (CAPOTS), the Alameda County Transit Advisory Committee, the Contra Costa County Transit Advisory Committee, and Californians for Better Transportation, a recently-formed coalition of corporate and civic leaders concerned with transportation issues.

Bettencourt made special note of the fact that 1985 marks the 25th year of AC Transit operations, promising appropriate celebratory events, both in-house and within the East Bay community.

"Since we took over from a failing private operator in 1960, we've built a publicly-owned bus system that serves 38 communities in the metropolitan and suburban East Bay," said Bettencourt. "And the political and institutional improvements we will be seeking during this anniversary year will go far to set the stage for continued service improvements in the years to come."

Bettencourt's fifth objective for the new year is to strengthen "employee pride and esprit de corps" by introducing awards and other means of recognizing exemplary service. For management and salaried employees, he noted, there also will be a new performance appraisal/merit pay system.

**THE COVER — January's Super Bowl frenzy didn't faze District charters transporting the Miami Dolphins. Driver Tom Huey and Supervisor Ron Johnsen (left & center, middle photo) flanked defensive end Charles Benson, while tackle Cleveland Green and guard Jeff Teows (bottom row, center) towered over Driver Vivian Hepburn. AC Transit's candid camera also eyed coach Don Shula (far right) striding briskly for a bus while (bottom, left) defensive end Doug Betters got on board.**

# *Divisional reorganization due in March*

Sweeping organizational changes go into effect in AC Transit's Operating Divisions and departments in March, aimed at yielding greater efficiency and productivity in the delivery of on-street service.

The reorganization approved by the Board of Directors Jan. 9 goes into effect March 10 — date of the Spring Sign-Up. Relocation of staff will take place in stages, beginning with full manning of Central Maintenance in the next few weeks, then continuing as the rebuilt Divisions come on line in 1985 and 1986. Changes will be executed with virtually no difference in total manpower.

One key move is establishment of a new Division General Superintendent position, with total responsibility for all operating functions in each of the four operating facilities: Divisions Two (Emeryville), Three (Richmond), Four (Seminary), and Six (presently in Newark, but soon relocating to Hayward).

Consolidation of Divisional administrative authority places on-site responsibility for the traditional Transportation and Maintenance activities in one office. Presently, lines of authority and responsibility for Transportation and Maintenance are separate. This reorganization will require cross-training of Transportation and Maintenance management personnel who, under the existing structure, have specialized in particular areas of expertise.

## Supervision levels

The streamlined structure provides four levels of supervision in each Operating Division, a chain of command also reflected in the organizational chart for the Central Maintenance Center. The reorganization package also provides for around-the-clock supervision on all shifts assigned in each Division. Line supervisors, mid-management, and the Division General Superintendent in each facility will report directly to the Assistant General Manager for Operations, relegating the long-existing Transportation and Maintenance Manager positions to history.

Another new Maintenance classification, Position Control Supervisor, will use communication and control elements of the Maintenance and Materials Management Information Systems (MMMIS), among other tools, to plan, coordinate and direct assignments of the workers responsible for bus fleet upkeep. The changes also establish a Print Shop Supervisor position in Purchases and Stores to oversee operation of the new publishing facility at Central Maintenance Center.

## Lines of authority

A clearly-defined "Maintenance" hierarchy will continue to exist in the Operating Divisions — but only from entry-level positions up to basic line supervisors. Similarly, bus drivers still will report to Dispatchers in "Transportation". Above that level, a single chain of Assistant Superintendents, Superintendents, and Division General Superintendents will have responsibility for Maintenance and Transportation activities, including a limited number of Road Supervisors assigned to each division.

While dispatching of bus drivers from each Division will remain essentially unchanged, individual maintenance activities will now emphasize routine servicing and cleaning of buses, and limited levels of preventive up-keep. Major bus repair will be conducted at Central Maintenance Center.

Other changes in Operations will include establishment of two new support functions: the Operations Center, which will monitor and direct day-to-day activity of buses on the street; and an Operations Program and Analysis Unit, which will analyze operational activities and plan programs to yield improved efficiency and productivity.

# Transit trends and topics

## *Will 30-Z die when grant gives out?*

Can Line 30-Z be continued as a link between Martinez and the Richmond-Pinole-Hercules area after the one-year MTC demonstration grant expires on June 30?

Currently, AC Transit staff is formulating a recommendation to the Board of Directors regarding the fate of that bus route, with a final decision forthcoming in two to three months. Considering the financial picture, however, the expectation is that the District cannot assume full funding of Line 30-Z, particularly since the cross-county link is outside of AC Transit's regular service area.

Planners are well aware, however, that service cessation would impact on a patronage consisting of regular commuters and of riders with no other transit options for access to public facilities at the Contra Costa County seat, Martinez.

According to AC Transit surveys, about 60% of 30-Z's ridership makes trips four or five times a week; and two-thirds make trips between western Contra Costa and Martinez. Since June, 1984, when AC Transit took over operation, ridership has grown to more than 200 daily passenger trips — up from the 125 daily trips logged when the System took on the MTC-funded project initiated by BART (in mid-1983) to link Martinez with BART/El Cerrito Del Norte Station.

Toward saving the service for its riders, AC Transit has initiated informal discussions with Contra Costa County officials regarding possible county contributions to funding 30-Z. Also being explored with MTC, Contra Costa Transit Authority and WestCAT are possible subsidies to underwrite the service after the one-year demonstration grant of $300,000 expires this summer.

## Top workers to get new recognition

New ingredients will be added this spring to AC Transit's existing programs for recognizing employee performance, long service, and safety milestones.

A formal Employee Recognition Program, approved by the Board of Directors January 9, will identify a "Bus Driver of the Quarter" — to be selected for exceptional achievement in service to the public. This, of course, will be in addition to a continued, enhanced "Safe Driving" awards program, which recognizes accident-avoidance accomplishments.

Special recognition for bus drivers will be based upon several factors, including safety awareness and achievement, plus any exceptional commendation voiced by peers, supervisors, and/or the public.

Quarterly honors also will go to a Maintenance worker and an employee representing other job classifications. Awards to Maintenance personnel, and to workers in clerical and administrative classifications, will recognize on-the-job accomplishments.

Quarterly award winners in each of the categories, plus any other exceptional achievers selected, will compete for annual honors recognizing AC Transit's "Employee of the Year". That honoree will be one who is judged as best exemplifying the outstanding among dedicated public transportation people.

Also, there will be longevity awards, recognizing continuing public service careers. In this area, beginning at ten years of service, and in five-year increments thereafter, an AC Transit pin will be awarded. Upon completion of 30 years, each veteran employee will receive an engraved wristwatch. On retirement, each employee will be the subject of a special resolution recognizing his or her outstanding contribution to transit.

# Outreach efforts aid in reissue of discount fare cards

AC Transit Customer Services people have traveled to more than two dozen different locations since mid-November in a program to assist senior citizens and certified handicapped riders in renewing their discount-fare eligibility cards.

The revamped eligibility cards — now titled "Regional Transit Connection Discount Cards" — assure reduced fares on AC Transit and all other public transit systems in nine Bay Area Counties. Those qualified as card-holders are citizens 65 or older and the certified disabled.

Re-registration of all previous discount-fare recipients will continue through March 31. New cards are issued free upon surrender of the old cards, while those getting a card for the first time, or securing a visitor's card, pay $2. Cards are valid for three years.

The new fare-discount cards also are being issued on-site at the District's Customer Service Center, 508-16th St., downtown Oakland.

*PROJECT I.D. — AC Transit Customer Services Clerks Dennis Lackey (left) and Joseph Garcia (second from left) were on hand January 15 at the Richmond Senior Citizens Center to help the recreation facility's Doug Defabio (right) provide new discount fare cards for qualified applicants. The outreach program will continue through March 31 — the deadline for getting new cards.*

# *Monthly safe-driving target to change in increments*

AC Transit's monthly Safety Bogey — the statistical target in accident-free miles — will be adjusted slightly on a graduated scale in the next few months to better reflect what drivers actually achieve on a regular basis.

"The professional excellence of AC Transit drivers is such that they regularly achieve the old Safety Bogey of 13,250 average mishap-free miles a month," notes Assistant General Manager for Operations *Robert J. Shamoon.* "In the new scheme of things, each Division will be competing with itself; and if past experience is a guide, they'll be setting new records regularly."

From January through June, 1985, each Division's average monthly goal (see chart) will show moderate increases, based on the 12-month statistics registered as of December, 1984. Beginning July 1, new Safety Bogeys will be established for each Division.

**New Miles-per-Accident Monthly Targets**

| | Emeryville | Richmond | Seminary | Newark |
|---|---|---|---|---|
| Jan. | 13,809 | 18,346 | 16,434 | 38,435 |
| Feb. | 13,821 | 18,358 | 16,446 | 38,447 |
| Mar. | 13,833 | 18,370 | 16,458 | 38,459 |
| Apr. | 13,845 | 18,382 | 16,470 | 38,471 |
| May | 13,856 | 18,393 | 16,481 | 38,482 |
| Jun. | 13,867 | 18,404 | 16,492 | 38,493 |

## Operator Denis Hrbacek dies

*Denis J. Hrbacek,* 50, an Emeryville Division driver with more than 18 years of transit service, died January 16. The West Pittsburg resident joined the System's driver ranks in 1966.

Hrbacek is survived by his widow, Birthe, and three children: Vivian, Dean and Erik.

Death was attributed to pneumonia and occurred while he was hospitalized at Kaiser.

We're looking for people with driving ambition.
If you're over 25 and enjoy working with people, you might qualify for an entry-level Part-time Bus Driver position with AC Transit.
Part-time drivers receive paid training and get first chance to fill vacant full-time driving positions.
To begin your rewarding public transportation career, bring your valid California Driver License to the Exhibition Hall of the Oakland Coliseum between 9:00 a.m. and 3:00 p.m. on February 5th, 6th, or 7th. For more information call 891-4782.
Minorities and women are encouraged to apply. AC Transit is an equal opportunity employer.
1429
Alameda-Contra Costa Transit District

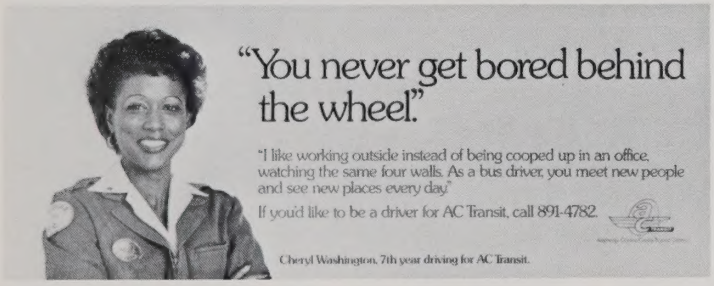
# *System vigorously seeks Applicants for operator*

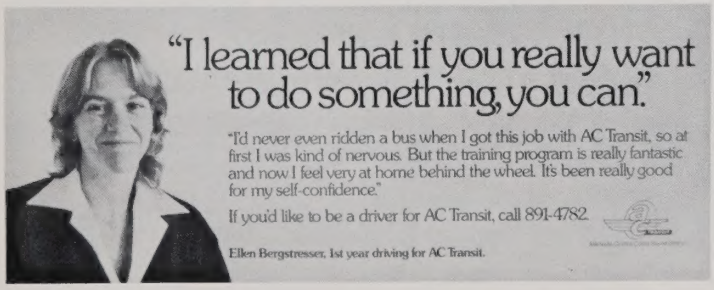
AC Transit buses are announcing a new driver recruitment program to be introduced in February.

The bus posters, plus detailed newspaper ads and bulletin board announcements, invite potential operators to file Applicant Information Cards with the Human Resources Department. Collected during three days at the Oakland Coliseum, these cards will be processed for an Eligibility List for new hires.

Tested and screened applicants are expected to provide a steady flow of qualified new part-time bus drivers, from whose ranks all future full-time bus driving positions will be filled.

*DRIVING AMBITION — Messages on bus exteriors (right), on carcards (below) and in media ads (above) are conveying the information that AC Transit needs a list of qualified part-time drivers.*


"You never get bored behind the wheel."
"I like working outside instead of being cooped up in an office, watching the same four walls. As a bus driver, you meet new people and see new places every day."
If you'd like to be a driver for AC Transit, call 891-4782.
Cheryl Washington, 7th year driving for AC Transit.


"I learned that if you really want to do something, you can."
"I'd never even ridden a bus when I got this job with AC Transit, so at first I was kind of nervous. But the training program is really fantastic and now I feel very at home behind the wheel. It's been really good for my self-confidence."
If you'd like to be a driver for AC Transit, call 891-4782.
Ellen Bergstresser, 1st year driving for AC Transit.

*AD AMBASSADORS — Personal views of operators are included in the current campaign for compiling a pool of qualified part-time drivers. Drivers proved to be thoughtful spokesmen about the rewards of the work, including the two at left, plus others who said, "You really learn a lot about people. . . " and "It's not just the money. . . ".*

# Settles, Nygaard join System's management

*Michal Settles*

*Diane Nygaard*

*Michal Settles,* formerly with the San Francisco Public Utilities Commission, is AC Transit's new training and education manager; while *Diane Nygaard,* previously with San Francisco Municipal Railway, has assumed the position of operations programming and analysis manager.

Settles will oversee a variety of programs designed to upgrade and improve both job skills and career potential. She earned a master's degree from Howard University in Washington, D.C., where she helped in planning training programs.

Nygaard, a graduate of both the University of Minnesota and the University of Cincinnati, is responsible for developing improved operations procedures to increase productivity and generally raise the quality of public transit services within AC Transit's operating area.

Moving up-the-ladder to join the management ranks is *Don Simon,* promoted from division senior clerk, Maintenance, Emeryville, to position control supervisor, Central Maintenance. He will monitor, evaluate, and process all union positions within Maintenance.

*Don Simon*

## Superintendents enter leisure life

Two transportation veterans have retired as Division superintendents following combined transit service of nearly 70 years for AC Transit and its predecessor.

Both *Leonard L. ("Mac") McDonald* and *Harold L. Ellis* started their East Bay transit service behind the wheel.

McDonald rejoined the Key System in 1951 after having previously worked there from 1945 through 1949. Ellis' service started in 1953. Prior to retiring, the former was superintendent at Newark Division, while Ellis performed the same function at Seminary.

"We are doing some traveling," McDonald says, "and raising some chickens on my little farm — a half-acre outside Livermore." Sharing this new leisure life is wife Violet.

*Harold Ellis*

*"Mac" McDonald*

During his tenure, McDonald worked his way up from driver to instructor, supervisor, central dispatcher, and assistant superintendent. He became superintendent in 1972.

Ellis also came up through the ranks before being selected superintendent in 1983. He began his public transit service after discharge from the military at Hamilton Air Force Base.

Ellis and wife Maxine are moving from Pinole to Brookings, Oregon, where, he says, "there is great fishing".

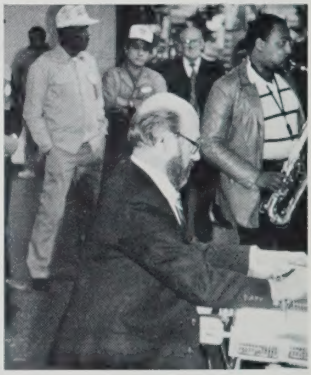
# FOCUS: Transit People and Projects

*SENIORITY TOPPER — Marjorie Ezell, who led operators in length of service, was honored January 11 at Emeryville Division. The System's last female bus driver of the group hired during World War II to replace men who had entered the military, Ezell began her public transit service June 21, 1944. Joining to mark her retirement were three other women who entered public transit in that era. Above, left to right, are Reba Gauer and Dorothy Torrenga, both retired; current Emeryville Division Superintendent G. L. "Mo" Gross; and Ezell. Their combined public transit service adds up to more than 150 years.*

*LIFE-GIVING GIFT — AC Transit employees Jeff Allen (Research and Planning), left, and George Graner (Data Processing) were among 25 General Office employees who gave blood during a recent campaign sponsored by the District and the Alameda-Contra Costa Medical Association Blood Bank. Assisting in the drive were nurses Jean Pulis (left) and Jane Adams.*

# *Festivities cheer commuters at Transbay Terminal*

*HERE FOR CHEER — Carols, candy canes, and Claus (Jim McCracken, Treasury) were top-billed during the District's December 21 holiday salute to bus commuters at San Francisco's Transbay Terminal. That once-a-year occasion allows AC Transit employees to shed their job specialties to become musicians, singers, m.c.'s, and greeters in elf attire. This year more than 15 employees participated.*



# Our 'Stockholders' Write

I would like to recommend Mr. *C. J. Franklin* as an outstanding driver. It always is a pleasure to board his bus going home after a day's work. His friendliness makes me feel so much less tired. He is an excellent driver and goes strictly by the rules set by the company.

Another operator, Mr. *Thomas Dycus,* is a most outstanding young man. Most of all I respect him as a good professional driver — one who thinks quickly when there is danger.

Ida Tielenburg
San Leandro

* * *

Most of your drivers are courteous, but *Faye Cooper* displayed exceptional courtesy, not only to me but to all of her passengers.

I drove for the Municipal Railway 16 years ago, so I know what a tough job it is to be a transit operator. Please, if possible, initiate an "AC Driver of the Month" award; your drivers deserve little "boosters" to make their jobs easier.

Otis W. Williams
North Oakland

*(Ed. Note: See story, pg. 5, about the new Employee Recognition Program.)*

* * *

I am writing to note that I appreciate a driver who is making an effort to train his passengers: *John Aguirre,* who properly instructed a passenger that there is no "eating on the bus".

I have ridden some buses that looked more like garbage cans.

Lena Langell
San Francisco

I was a passenger on a bus which I rode from 12th and Broadway to Mountain Boulevard in Montclair. I would like to thank the driver *(Bill Dawson)* for a thoroughly delightful exposure to public transportation.

Although I had no personal contact with Mr. Dawson until getting off the bus, I noticed the high quality of his interactions with a number of other passengers. Some he seemed to know rather well as regular riders, while others were strangers. Regardless, Mr. Dawson was at all times a gentleman; he answered questions clearly and directly and was obviously regarded as a good friend by some of the older riders.

This driver's conduct exemplified a high level of professionalism, and is deserving of congratulations.

Leigh Evans
Downey, CA.

* * *

I am happy to continue to receive Transit-Times in my husband's name, but am disappointed that nothing has been in the Times of his death on June 27, 1984.

I'm sure many of the people he worked with in the 30-some years of his dedicated service to the old Key System and AC Transit would like to know.

Estie Harriman
Vacaville

*(Ed. Note: Brad Harriman had served as streetcar operator, bus driver and dispatcher before he retired from Richmond Division in 1979. We regret having failed to receive and print news of his death.)*

# Actions of the Board

At a regular meeting December 12, the Board of Directors:

- Elected William J. Bettencourt President and Linda Shepard Vice President, on nomination of Director McDonnell.
- Adopted resolution honoring retiring Director William E. Berk, on motion of Director Rinehart.
- Adopted resolution authorizing ground lease agreement for new general office facilities, on motion of Director Nakadegawa.
- Adopted resolutions in support of continued and enhanced federal and state transit operating assistance; authorized letter to Chairman of Metropolitan Transportation Commission requesting ex-officio MTC seats for AC Transit and BART, on motion of Director Nakadegawa.
- Authorized General Manager to negotiate one-year contract with Richardson Security Co., Inc., on motion of Director Shepard.
- Accepted audit for Fiscal Year 1984, on motion of Director Fajans.
- Adopted resolutions relating to revenue and tax anticipation note and to lease agreements, on motion of Director Fajans.
- Awarded contract to Lathrop Construction Company for new Hayward facilities, on motion of Director Fajans.
- Adopted resolution declaring results of November 6, 1984, election of three Directors, on motion of Director Nakadegawa.

* * *

At a regular meeting January 9, the Board of Directors:

- Authorized General Manager to establish four new positions within Operations and to reorganize (see story, pg. 4), on motion of Director Rinehart.
- Authorized General Manager to approve administrative procedures for Employee Recognition Program (see story, pg. 5), on motion of Director Rinehart.
- Authorized General Manager to file MTC grant application on behalf of Berkeley TRip, on motion of Director Nakadegawa.
- Authorized General Manager to approve RTA program of projects for 1985, on motion of Director Nakadegawa.


**Transit-Times**

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LINDA SHEPARD ..... Vice President
Ward V
ROY NAKADEGAWA ..... Director at Large
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WILLIAM E. BERK ..... Ward II
JOHN McDONNELL ..... Ward III
RAY RINEHART ..... Director at Large

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Nathaniel A. Gage ..... Assistant General Manager for Finance
Richard W. Meier ..... Attorney for the District
Glenn R. Andrade ..... Purchases and Stores Manager
Loren A. Ball ..... Transportation Manager
Gregory L. Ford ..... Administrative Projects Manager
Richard A. Fratus ..... Controller
Ozro D. Gould ..... Risk Manager
Joe M. Kinchen ..... Computer Operations Manager
Donald S. Larson ..... Research and Planning Manager
Mike Mills ..... Marketing Manager
Diane Nygaard ..... Operations Programming and Analysis Manager
John W. Rose, Jr. ..... Affirmative Action Coordinator
Michal Settles ..... Training and Education Manager
George C. Skezas ..... Superintendent, Central Maintenance
William J. Woska ..... Human Resources Manager





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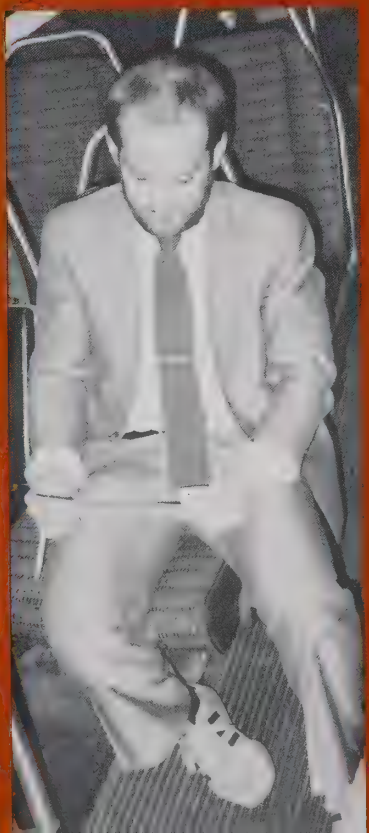
Vol. 27, No. 8 February, 1985

# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

AC TRANSIT

## Passengers take part in System survey



# Our 'Stockholders' Write

I have been a faithful rider of AC Transit for over 10 years, and you are to be commended for the finest system in the nation. Over the years I have ridden with a good many drivers, and I must say that most of them are good. *Earl L. Deets,* however, stands tall above all the rest. He is excellent. His composure behind the wheel is superb — never nervous. He is easy on the gas and on the brakes.

Believe me, it is a pleasure to ride with him every morning.

G. F. Ryan
Oakland

* * *

I boarded the bus in front of Capwell's on my way to Park Boulevard. I had no idea where I was going to get off; in fact, I was frightened and confused. Your driver, *William Palmer,* was so kind and understanding in showing me where to go.

It's nice to have nice people helping the public. I am an elderly lady who rides buses almost every day. It's the mode of transportation I have to depend on.

Noma L. Hoffman
Oakland

* * *

I want to commend *Carl Moore* for his skillful dexterity in safe handling of his bus. He averted a crash on University Avenue, Berkeley, by turning out of the way ahead of him and getting into an open lane. There otherwise might have been an accident.

Elinor Martin
Berkeley

**Customer Services Supervisor Lorrie Gonzales and Clerks Robert Kearney and Ernest Montgomery are the recipients of written praise from a pair of seniors who received new "Regional Transit Connection Discount Cards" last month through AC Transit's ongoing outreach program.**

**Kearney and Montgomery were applauded by the letter-writers — Lieota Konizeski and her sister Alice Jansson — for "service above and beyond the call of duty" during discount fare card processing January 8 at San Leandro's Friendship House. The two clerks were characterized as "Smiling, patient and kind to all our repetitious questions, mistakes, and clumsy flumbling."**

**Gonzales also received accolades for helping initiate "this excellent program" and for helpful responsiveness during a number of telephone conversations.**

**The seniors' praise extended outward to encompass other AC Transit employees:**

**"We have never encountered an unpleasant or discourteous bus driver, male or female, either," the letter concluded.**

* * *

On behalf of all the children of Sequoia Nursery who had the pleasure of experiencing the AC Transit bus coming to school last week, we thank you!

Your extra effort made it a truly delightful time for the kids that they will not soon forget.

Mothers of Sequoia
Nursery School, Oakland

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*Transit dollars*

MAR 22 1985

# Directors focus on backing Foran Bill

UNIVERSITY OF CALIFORNIA

In line with its recent past history of seeking stable, secure sources of operating and capital funds, AC Transit is now backing passage of State Senator John Foran's SB 290, introduced January 30, which promises to provide some of those badly needed dollars by way of greater gas tax revenues.

The bill sponsored by Foran (D-San Francisco), Chairman of the Senate Transportation Committee, calls for a five-cent-per-gallon increase in the gas tax paid by Californians, thus garnering an estimated extra $590 million in annual revenues to support transit and street/highway improvements.

AC Transit's advocacy of SB 290, which Directors have decreed to be the focus of the District's legislative effort during the remainder of this year's session of the state legislature, is the latest chapter in a years-long saga seeking relief from shrinking transit funding.

That saga began in 1978 when California voters passed Proposition 13, which drastically decreased the property tax revenue which previously had provided 40% of total funding for the District's two-county bus service.

During this difficult financial period, AC Transit passengers had to assume a larger share of the costs of service, resulting, since 1978, in a 140% increase in the adult basic fare (now 60 cents). Those past fare increases have allowed the District to meet its state-mandated 33% farebox recovery ratio.

The current base fare could rise again — by as much as 30% — with implementation of transit funding cuts proposed February 4 by the Reagan administration. If approved, such cuts would delete another $6 million of already scarce AC Transit dollars, requiring a raise to an estimated 80-cent basic adult fare and possible service adjustments/personnel cut-backs.

AC Transit's recent attempts to brighten this worsening financial picture include December Board resolutions urging both state and federal officials to recognize the adverse implications of reduced transit funding. With Foran's bill offering specific hope for relief, however, Directors have decreed even more active legislative advocacy. This includes lobbying among legislators representing East Bay constituencies and seeking support of SB 290 among local elected officials; business and community leaders; and passengers within the District's 750-square-mile service area.

The stakes in maintaining certain levels of service are particularly high because so many AC Transit passengers have no other mobility options. Included among the ranks of those totally dependent on bus service are many elderly, handicapped, low-income, and school-age passengers.

## Broad survey will assess Bay transportation corridors

One important element of the District's current research and planning effort — the transportation corridor assessment project — moved ahead a step with approval by the Board of Directors of a contractor to carry out the $100,000 study.

Part of a larger-scale study aimed at planning AC Transit services up to the year 2000, the corridor assessment survey will evaluate all existing and potential major transportation corridors within Alameda and Contra Costa Counties. Included will be trends in employment and residential growth, changes in people's travel patterns, and projections of travel demand during the last decade-and-a-half of this century.

The project has been 80% funded by an Urban Mass Transportation Administration planning grant. A Berkeley firm, Cambridge Systematics, Inc., was chosen by the Board to head the research team.

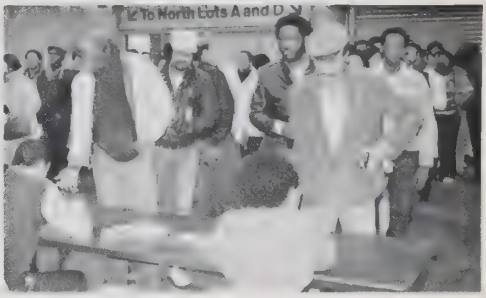
# Recruitment effort Attracts candidates For part-time ranks

AC Transit's invitation to would be bus drivers drew a crowd to the Oakland Coliseum's Exhibition Hall in February to file Applicant Information Cards.

Human Resources Department had announced, via bus posters and other ads, that the District was "Looking for people with driving ambition." Respondents were men and women, 25 or older. During the three-day period, their aim was to get on the eligibility list from which all future part-time bus drivers will be hired.

Next step is entry of Applicant Information data into the computer, which will make random selections for new hires. Those selected will be called in to file employment applications, undergo entry examinations, and then, if successful, go into training.

Human Resources estimates that up to 18 applicants may be hired each month to offset normal attrition in the bus driver ranks. Once on the job, part-timers get first chance to fill vacant full-time drivers positions and may apply for any posted vacancy for which they qualify.




**THE COVER — Input of passengers on all AC Transit lines is being sought in a month-long survey currently being conducted for the District. The survey consultant targeted 14 different trips on each line to yield passenger data elicited through distribution of a total of 42,000 questionnaires. Riders are being asked, among other things, how and why they use AC Transit and the sources and effectiveness of information they receive about bus service. Among riders polled so far are Jeff Pedrotti, Union City (top left); and Aaron Lerner, Fremont (right). Driver Henry Christi (bottom left) is briefed on the project by Lee Main — part of the survey team — at BART/Fremont.**

## Racing fans "saddle up" For horse track season

*TRACK TREKS — Bay Area horse racing fans "saddled up" via AC Transit buses when the thoroughbred season opened February 5th at Golden Gate Fields. There are direct bus connections to the Albany site for a $1 one-way fare for local riders and a $2.25 one-way fare for riders who board at the Transbay Transit Terminal, San Francisco. East Bay boarding locations for Line 94 include BART Berkeley and North Berkeley stations. Buses leave two hours before post time, with return service after the fifth, seventh, and final races.*

# Staff additions and promotions take place

*Raymond Cambra*

*Warren Cormier*

*Gary Schmidt*

*Wayne Onizuka*

Past weeks have been marked by the appearance of newcomers to the System and promotion of veteran employees.

New safety coordinator *Raymond Cambra* worked in safety, security, and engineering positions in Algeria and Libya, among other locations, during his nearly 40 years of experience. Most recently, he was with the Public Utilities Commission and San Francisco MUNI.

Cambra graduated from LaSalle University with a bachelor's degree in Industrial Management-Safety.

*Warren Cormier*, AC Transit's new quality control supervisor, joined the District's staff following eight years at Gillig Corporation of Hayward, where he was quality control manager and production supervisor. He also worked for Mack Trucks of Hayward, where he served as an industrial engineer.

*Gary L. Schmidt* joined the District as electronics shop foreman, following nearly ten years experience with Motorola, including working with AC Transit as a coordinator on the installation and implementation of the radio communications center in Emeryville.

A veteran of 13 years of service, *Wayne Onizuka* was named assistant superintendent, Seminary Division, February 1, transferring from his position as acting labor relations representative in Human Resources.

Onizuka began his transit career as a driver and also worked as a transportation supervisor and a personnel analyst.

## Two transit retirees die: Gave 63 years of service

*Harry I. Hovland,* 94, who retired in 1956 after 30 years of service with AC Transit's predecessor organization, died January 25 in Sebastopol. He had retired as a Key System train operator.

Hovland is survived by his widow, Ruby.

*George Effinger,* 69, who was a Mechanic AA when he retired in 1978 after 33 years of service, died February 13 in Castro Valley. Effinger spent about three decades of his employment tenure at Emeryville.

He is survived by his widow, Helen, and two children: Gordon and Susan.

## *Perez assumes labor relations post*

*Juan Perez*

*Juan Perez* is the new division chief of labor relations, Human Resources Department. He assumed his duties here on February 11th.

A graduate of the University of California, Santa Barbara, and Hastings Law School, Perez previously was assistant director for Labor Relations for the California Youth Authority and is a member of the American Arbitration Association.

# FOCUS: Transit People and Projects

*INFO EXCHANGE — AC Transit representatives joined with others from across the country in a two-day conference on the subject of Affirmative Action, Disadvantaged Business Enterprise (DBE), and Women's Business Enterprise (WBE). General Manager L.A. Kimball (right) was among local transit executives who welcomed attendees and provided input geared to be helpful to DBE and WBE firms who seek contracts from public transit agencies. Other AC Transit people (above) who contributed to the January 28-29 American Public Transit Association Minority Affairs Committee event included Sandy Privett, Donn DesBoine, and Cynthia Dorsey (second, third, and fifth from left, respectively).*

*AWARD WINNER — Senior PBX/Information Clerk Florene Braneon received special recognition in the first part of 1985 for receiving the most commendations from customers during the preceding 12-month period. She has been with the District since February 11, 1974, when she joined AC Transit as a PBX/Information Clerk. Ceremonies honoring her for outstanding courtesy and efficiency were held in the Telephone Information Center January 23.*

## Three more enter 25-year safe driving ranks

*SAFETY CIRCLE — Operators (top, left to right) Carl E. Swanson, Clarence H. Tinsley, and Eddie A. Haffer received recognition last month for having completed 25 years of safe driving. The veteran drivers have a combined tally of traveling safely more than three million miles while carrying more than six million passengers. They are, respectively, the 55th, 53rd, and 54th AC Transit drivers to reach the quarter-century mark in safe operations. Swanson also is shown (below left) with wife Wadie and children: Michael, and Faye Amey, who works in Maintenance, Seminary Division. Tinsley (above) accepted his pin from Robert J. Shamoon, assistant general manager for operations; while Haffer (above left) posed with his plaque and participating spouse Virginia. The January 24 ceremonies were held in the office of General Manager L. A. Kimball.*

# Actions of the Board

At an adjourned regular meeting January 23, the Board of Directors:

- Adopted resolution amending a prior one relating to ground lease agreement for the General Offices facility, on motion of Director Rinehart.
- Adopted resolutions authorizing filing of application or claims with the Metropolitan Transportation Commission for half-cent sales tax revenues, net toll bridge revenues, State Transit Assistance Funds, and Transportation Development Act funds, all for Fiscal Year 1985-86, on motion of Director Wiggins.
- Approved award of contract for Maintenance buildings, Hayward, to S. J. Amoroso Company, Inc./Verrett Construction Company, on motion of Director Wiggins.
- Approved award of contract for Transportation building, Emeryville, to C. Overaa & Company, on motion of Director Wiggins.
- Approved policy position regarding distribution of BART Sales Tax funds, on motion of Director Rinehart.
- Authorized General Manager to enter agreement with Richardson Security Company for mobile patrol security services, on motion of Director McDonnell.
- Adopted resolution relating to standards and training of District-employed peace officers, on motion of Director McDonnell.

* * *

At an adjourned regular meeting February 6, the Board of Directors:


**Transit-Times**

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**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT**
508 16th St., Oakland, California 94612
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William J. Woska ..... Human Resources Manager




- Authorized travel of Board members and staff representatives to attend March 10-13 Legislative Conference of American Public Transit Association in Washington, D.C.; and travel of Board and staff to attend April 20-24 APTA Western Conference in San Antonio, Texas, on motion of Director Wiggins.
- Adopted policy position concerning California Senate Bill 290 (see story, page 3), on motion of Director Wiggins.


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Vol. 27, No. 9 March, 1985

# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

# Endangered Species.

Regular bus service could become a thing of the past if Congress approves the drastic budget cuts that have been proposed for mass transit programs.

AC Transit's weekend bus service in neighborhoods from Richmond to Hayward (including Oakland and Berkeley) would disappear.

Night and weekend service on main lines would become rare, and even the already over-loaded weekday commuter service would suffer cutbacks.

And to make up for lost revenues, fares might go up as much as 30 percent.

If that sounds outrageous to you, tell your state and federal lawmakers about it. Write now, before it's too late.

# G.M. Memo/'85

## Turning away from transit needs Would end a two-decade policy

For two decades the federal government has recognized the need to support public transportation. And in recent years California also has assured operating and capital assistance sufficient to make possible a resurgence of effective mass transit systems.

Now, threatened loss of federal funds (see adjacent page) in the coming fiscal year is throwing an even deeper shadow over the District's future as a provider of viable levels of service to East Bay patrons, thousands of whom are totally transit-dependent.

Our current concern is heightened by the straits in which the District found itself after passage of California's 1978 "Jarvis-Gann Property Tax Initiative". With some federal assistance and considerable support from the state — plus a series of fare increases shouldered by our passengers — the District survived that financial challenge.

However, should the presently proposed federal funding cuts take effect, the results here and across the nation could be devastating both to transit users and to the general public. After all, every one of us would feel the effects of increased auto traffic, decreased air quality, and attendant economic factors associated with serious declines in public transit as a mobility option for millions of Americans.

Our current efforts, therefore, are targeted at convincing the Federal establishment that mass transit funding — at least at current levels — must be assured.

L. A. Kimball
General Manager

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Reagan budget

APR 15 1985
UNIVERSITY OF CALIFORNIA

# Federal cuts would affect fares, service

Currently proposed federal budget cuts for public transit threaten to compound AC Transit's already crippling financial problems and substantially reduce the effectiveness of all transportation systems across the country.

Administration proposals to severely slash federal public transit assistance would, if carried out, have "dramatic impact" on AC Transit services and the nearly 250,000 riders who use them each weekday, according to General Manager *L. A. Kimball.*

Such federal action would mean a loss of $6 million, Kimball notes. In order to offset that, fare hikes of as much as 30% would be required. That would mean a new basic local adult fare of 80 cents (up from 60 cents), with corresponding raises in fares for transbay trips. In turn, increased fares would trigger, Kimball estimates, decreased ridership, further worsening the financial crunch.

Potential loss of funds from Washington is doubly significant, he says, because state transportation funds "have been drying up" — a situation prompting State Senator John Foran (D-San Francisco) to introduce a proposal last month for an extra five-cent-a-gallon gasoline tax to replenish California's transportation resources. But that proposal, Kimball points out, is not supported by Governor George Deukmejian.

The effects of the Reagan administration's proposed transit cuts could be devastating to AC Transit, even though the District's reliance on federal dollars amounts to less than 10% of the 1986 fiscal year's operating budget. Cut-back actions would almost surely include several of the following, Kimball estimates:

- Elimination of all weekend bus service on feeder routes serving every city from Richmond through Berkeley and Oakland, to Hayward.
- Additional major reduction in (or elimination of) night and weekend service on other bus routes, including 12 major trunk lines which link East Bay cities and provide service to San Francisco.
- Curtailing some weekday bus service, including frequency between buses on already overloaded mainline commuter service.
- Increasing fares for riders who already have experienced hikes of 140% in recent years.
- Reducing the work force by 10%.

While agreeing that the national deficit is a high priority concern for all segments of the American public, the Board's stance is that an entity as vital as transit should not be forced to bear such a disproportionate share of dollar loss. Though mass transit represents less than 3/10 of a percent of the national budget, Kimball notes to illustrate AC Transit's view on this matter, the Reagan-approved plan to slash transit dollars represents 5.5% of the total budget reduction.

Even before this latest threat of federal cuts, AC Transit was vigorously seeking long-term sources of funding to off-set earlier curtailments in federal assistance — down 14% since 1981. And there is widespread support for this effort, including the Metropolitan Transportation Commission's recently formed committee of private-sector business and civic leaders whose priority is to develop a stable source of transit dollars.

**THE COVER — Current efforts to alert passengers and the public to potential transit funding loss from federal administration budget proposals include this message, reproduced on onboard hanger flyers and car cards, supported by king-size posters on coach exteriors.**

*Info blitz*

# Project alerts area to 30-Z question

A group of Richmond young people helped AC Transit promote Line 30-Z "Martinez Link" buses this month by distributing promotional materials door-to-door in western Contra Costa neighborhoods. The reason for the information project: the doubtful future of Line 30-Z, operated as a demonstration project and funded by a State grant which expires June 30th. AC Transit wants to continue the service, but doesn't have the dollars to do it alone.

In areas on or near the route of Line 30-Z, the young people left packets describing in detail the service offered by the only direct bus link between western Contra Costa and the county seat in Martinez. Since AC Transit took over operation of the route (from BART) last July, ridership has increased to more than 200 passenger trips daily — two-thirds of whom use the cross-county segment between Hercules and Martinez, which lies outside AC Transit's service area and is not now served by any other public transportation.

Currently, the District's staff is not prepared to recommend to Directors that AC Transit try to absorb the cost of Line 30-Z after the grant expires. But AC Transit continues negotiating for aid in financing the service with BART, and the Western and Central Contra Costa Transit Authorities — agencies whose service areas include the Hercules-Martinez segment of Line 30-Z. Contra Costa County Supervisor Tom Powers also has participated in these talks.

In addition to promising some AC

*(Continued on Pg. 5)*

*30-Z ACTION — Seeking community input on Line 30-Z, the Board heard area residents give their views (below). Then young people, such as the youths at far right and above, were recruited to distribute information on the service.*

*Packets (above) alerted home-owners to the Line 30-Z continuation question.*

*O-TEAM — Organizational realignment formed this Operations team (left to right): Frank Johnson, Tom Swanson, and Loren Ball, general superintendents of, respectively, Divisions 6, 3 and 2; Diane Nygaard, operations programming and analysis manager; George Skezas, superintendent, Central Maintenance; George Grandison, general superintendent, Division 4; and Gene Gardiner, operations center manager.*

Reorganization of Operating departments, introducing some new faces at division management levels, has eliminated the long-standing separation between Maintenance and Transportation. Two levels of superintendents are now responsible for a division's putting buses on the street and also for carrying out routine coach servicing and preventive maintenance. Heavy-duty repair and rebuilding is left to the new Central Maintenance Center.

An Operations Center has absorbed Central Dispatch and assumed responsibility for road supervision, scheduling, charters, and the Transbay Terminal ticket office.

The current structure, while allowing more responsibility individually, particularly at the two superintendency levels, also was planned to establish clearer lines of authority and accountability.

## *Media notes youth activities*

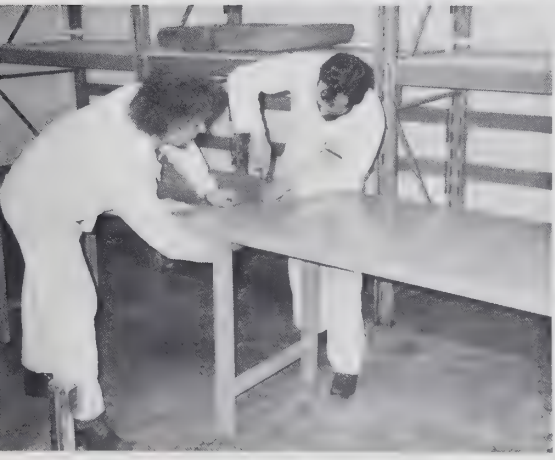
**AC Transit was the focus of television attention during March for the District's involvement in the Community Values Program and work with Bay Area United Youth (BAUY), a group of street organizations in the Oakland area. Channel 2-KTVU reporter Betty Ann Bruno interviewed AC Transit Assistant General Manager for Operations Robert J. Shamoon and members of BAUY. CBS, in a national broadcast on the Evening News with Dan Rather, also featured AC Transit's work with young people in the community as example of a positive alternative to anti-social activities by some in that age group. The District has been involved since 1980 with the Community Values Program and BAUY, assisting in employment, counseling and recreation.**

## Information effort deals with "Martinez Link" future

*(Continued from Pg. 4)*

Transit financial contribution to continue the transit link after June 30th, General Manager *L. A. Kimball* is urging the other agencies to make similar funding commitments. Kimball also suggested that WCCTA or CCCTA consider operating the Martinez-Richmond link. The transit representatives agreed to meet again in mid-April in hopes of hammering out an agreement that would continue this bus route for the benefit of patrons who depend on it to reach such essential destinations as courts and hospitals in the Contra Costa County seat, Martinez.

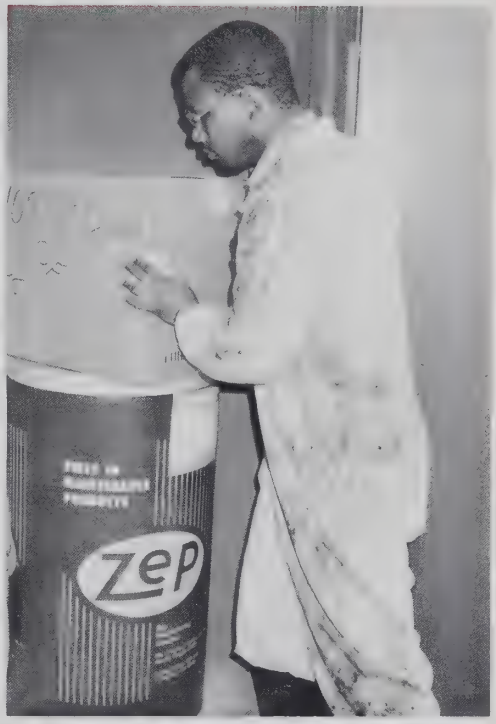
# Count-down ends with first operat

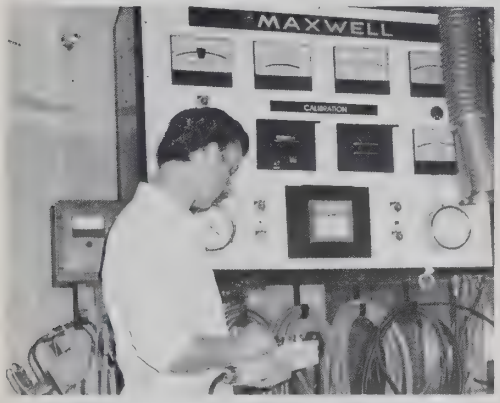


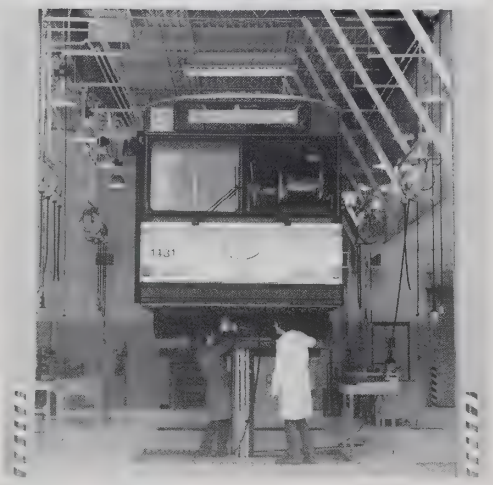
**March 11 marked a significant "first" for the Maintenance people shown here — and many others — as they experienced their first day of work in the new $25 million Central Maintenance Center in East Oakland. The moving-in process may have been no picnic, but all hands had high praise for their spacious new surroundings, designed and equipped for computer-age efficiency and effectiveness in carrying out all the District's heavy-duty bus maintenance.**

*NEW SURROUNDINGS — Their first shift at the District's newly operational Central Maintenance Center provided both familiar work and new-site wonder for many, including these, on March 11. Service Employee Lesley Rhea Woods (above), formerly Emeryville Division, smiles his reaction to the move, while Mechanic Terry Cutting (top left), previously at Seminary Division, settles into the new environment with show of skilled know-how. Upholsterers Chuck Bieneman, from Seminary Division, and Allen Perry, from Emeryville (left) assembled work table for their bus seat upkeep activity.*

# ions at Central Maintenance



*SKILLS AND MUSCLE — Even at a sophisticated new facility, certain chores never change, as Mechanic Dennis Jackson (top left) noted as he hefted equipment, just as he had done previously at Seminary Division. Also experiencing their first day at the new site were Larry Peterson (above), formerly of Emeryville Division, taking a reading of new high-tech diagnostic equipment; and Service Employee Reginald Davis (top right), another Seminary Division transferee, stowing and organizing supplies near the fuel islands at the giant East Oakland facility.*

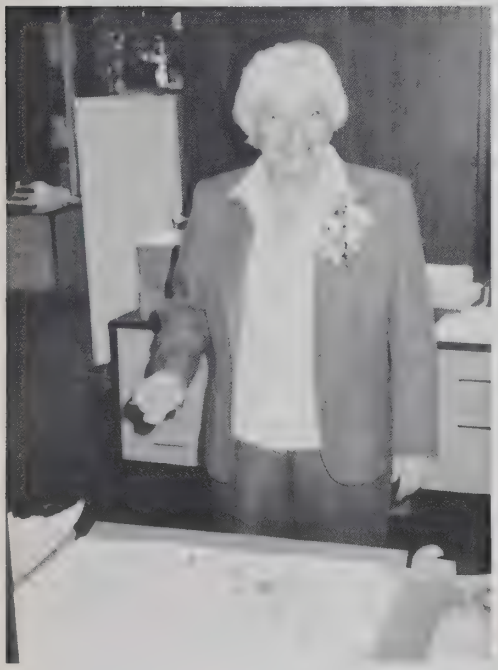
*SERVICE BAYS — Equipped for complete bodywork, paint and chassis repair, and the latest laser-alignment equipment for frames, service bays such as this one total 23. First-day operations at the 201,000-square-foot facility also brought Maintenance personnel into such specialized shops as those devoted to electronic communications systems, fareboxes, destination signs, and passenger lifts.*

# FOCUS: Transit People and Projects

*SAFE DRIVING ELITE — These 17 AC Transit employees with at least a quarter-century of safe driving were honored recently with a luncheon and photo session at Oakland Coliseum, where the electronic scoreboard read: "CONGRATULATIONS AC TRANSIT DRIVERS WITH 25 YEARS SAFE DRIVING". Their combined tally of safe driving years approaches 500! The safe driving honorees present for the event were (rear row, left to right) Ralph Rubin, Edith Stiles, Cornelious Perry, James Polk, Eddie Haffer, Stephen Stathis, Richard Faulkner, Allen Rasmussen, Clarence Tinsley; (front row, left to right) Al Miller, James Taylor, Bennie Williams, Henry Christi, John Zorman, Benjamin Sillman, Carl Swanson and Bernard Gurecki. In all, 55 have achieved safe driving milestones since Charles R. Bosted, Jr., was the first 25-year honoree in 1974. Some who achieved the record have since retired. Division 2 General Superintendent Loren Ball (right) congratulates one of the veteran safe-drivers.*

# The Retirement Round-Up

*FAREWELL FETE — John W. Rose, Jr., (center) received congratulations at a February luncheon on the occasion of winding up his 33-year career. The District's Affirmative Action Officer since 1973, his job encompassed bringing more females and minorities into the work force, handling discrimination complaints, and ensuring compliance with equal employment statutes and policies. He and wife Virginia have chosen Madera as their retirement home.*



*CAKE BREAK — Assistant Payroll Supervisor Irene Bieneman prepares to slice into dessert commemorating her retirement following 30 years of service to the District and its predecessor. Finance Department members joined together to wish her a bon voyage following completion of a career which she began as a bus driver in 1955. She later transferred to the Maintenance Department (where her son Charles now works) before joining Payroll.*

*LEISURE LIFE — Richmond Division Chief Clerk Sammie Carter (above, left) was among co-workers and friends congratulating Murphy Williams during the latter's retirement party at El Cerrito Community Center. The event marked conclusion of the Richmond Division driver's 20-year stint behind the wheel of AC Transit coaches.*

## Other Honorees

- **Royal Kainoa,** Maintenance (Service), Newark Division, 23 years.
- **Gerhard Klamp,** Driver, Newark Division, 17 years.
- **Eloy Martinez,** Mechanic, Maintenance, Emeryville Division, 25 years.
- **Walter Tavres,** Driver, Newark Division, 24 years.

# Spring brings new book, museum milestone

*HISTORIC ROLLING STOCK — Two former Key System cars are ready to greet visitors to the Western Railway Museum, Rio Vista, as it commemorates its 25th anniversary at a Spring Festival May 4-5. The two restored cars are among 85 historic examples on display at the rail preservation site in Solano County, east of Fairfield. Car 987 (left) was built by Key System in 1927, while Car 182 was constructed in Wilmington, Del., in 1937 by Bethlehem Steel. Cost of restoring such rail veterans runs as high as $50,000, taking as long as 10 years to accomplish.* **Harry Demoro photo.**

AC Transit employees, retirees, and transportation history enthusiasts currently have a pair of events to consider that relate to East Bay transit roots.

San Francisco Chronicle Reporter Harre Demoro, a specialist in both today's transportation and yesterday's, has just published a new book (Interurban Press, Glendale) called "The Key Route". Publication coincides with the 25th anniversary of the Western Railway Museum (formerly California Railway Museum) — a 25-acre site at Rio Vista Junction, where Demoro has been active with the Bay Area Electric Railroad Association. He currently serves as Board Chairman of this volunteer group dedicated to preservation of state rail transportation history.

Demoro's book traces AC Transit's roots from the founding of its predecessor, Key System, in 1903, to 1960, when the present publicly-owned entity came into being. It covers the history of transbay operations also within the text and the approximately 200 illustrations, maps, timetables, and photos (some provided by AC Transit).

During this silver anniversary year, the Rio Vista museum expects to attract both new and old visitors, eager for the chance to ride electric trolley cars of the past on a 1.5 mile track which circles the property. Also on display are a variety of vintage railcars in various stages of restoration. The collection includes the electric locomotive which hauled the train carrying President William Howard Taft to the cornerstone-laying for Oakland City Hall in 1913.

## Driver, long-time retiree die

*William Black,* 55, a driver at Emeryville Division with 23 years of transit service, died February 8 in Pleasant Hill.

He is survived by his widow, Nancy, and a son, James.

Black joined the District in 1961.

*Robert Dawson,* 93, a retiree since 1958, died February 13 in San Pablo. He is survived by his widow, Mary.

# Our 'Stockholders' Write

In my opinion, Mr. *M. A. Nuno* is one of the most courteous drivers that I have encountered. He has a genuine interest and concern for each of his passengers. In addition, he has a pleasant and contagious personality that is most noteworthy.

I had the opportunity to witness this first-hand when he was on the Dublin-Walnut Creek route. He is no longer on this route. However, if and when the time should arrive for his rotation, give us a little more of this young man!

John Hubbs
Commander, USN (Ret.)
Danville

* * *

I was broken-hearted to learn that my favorite bus driver had been transferred to another route. Mr. *Vorris Hunter* has been courteous, friendly and helpful every time we've ridden with him.

You have a wonderful employee in this man, and we'll really miss him!

S. Nalluran
San Francisco

* * *

Wishing AC Transit good news and information on Happy 25th Anniversary.

AC Transit buses have been rolling in the streets of the East Bay for 25 years.

Douglas N. Young
San Jose

*(Ed. Note: October 1, 1985, is AC Transit's formal quarter-century service anniversary, for which plans are now in progress for commemorative events and activities particularly geared to honor our loyal riders and long-time supporters.)*

On Sunday, February 17, the Alameda Fire Department responded to the Posey Tube for a reported AC bus on fire.

On arrival, it was noted that — due to the quick professional actions by AC Driver *Arletha Ward* of stopping her bus, removing her passengers to a safe area, calling for help and then using a dry chemical fire extinguisher — she had thereby terminated a possible difficult emergency situation.

It is a privilege for me to write this letter saying "Thank You" for a job well done.

Howard B. Zimmer
Assistant Fire Chief
City of Alameda

* * *

I'm writing to compliment one of your drivers, *Mary Ann O'Roarke.*

Her manner was all business, but jocular and helpful — none of the discharged hostility that can make a bus ride miserable. There were a variety of types of people on the bus that day — some potentially difficult — but they were a snap for her to handle, and handle respectfully and pleasantly.

Pat Choate
East Bay

* * *

*John Boysen* is what we consider an "ideal AC Transit bus driver".

We passengers on the 92 will really miss him when his time is up on Badge 1105. He makes our time on his route so pleasant.

Rose Horvath
East Bay

# Actions of the Board

At an adjourned regular meeting February 20, the Board of Directors:

- Adopted resolution of congratulations and best wishes on retirement after 33 years of John W. Rose, Jr., Affirmative Action Coordinator, on motion of Director Nakadegawa.

- Authorized General Manager to renew District's Health and Welfare Group Insurance with Travelers Insurance Company, on motion of Director McDonnell.

- Authorized General Manager to negotiate and execute agreement with Cambridge Systematics, Inc., for Corridor Assessment segment of AC Transit 2000 Transit Plan, on motion of Director Nakadegawa.

- Adopted resolution relating to statute of limitations for judicial review of District decisions, on motion of Director Rinehart.


**Transit-Times**

Published monthly by the
**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT**
508 16th St., Oakland, California 94612
Telephone (415) 891-4777



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George C. Skezas .. Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Div. 3
William J. Woska ..... Human Resources Manager




## Drivers strive toward readjusted safe driving averages

February was the second month in which AC Transit Divisions worked toward individually adjusted safe driving goals. Richmond, whose goal for that month was 18,358 miles per accident, bettered that figure by tallying 20,802 m.p.a. Seminary, working toward an average of 16,446 miles per mishap, scored 16,901. Emeryville, trying for a goal of 13,821 miles per accident, tallied 14,249.


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# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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## Officials gather For General Office Ground-breaking

## What the Press is saying about transit

**Contra Costa Times**

# *Act now to avert crisis in area public transit*

The Bay Area will gain a million people between now and the year 2005, according to a study for the Association of Bay Area Governments. Almost 180,000 of them will live in Contra Costa County. The population of Alameda County will grow even faster, by 217,000 people, in the next 20 years.

The new residents, riding the crest of an expanding regional economy, will need housing and an array of services and facilities, from schools and day care centers to police and fire protection, sewers and adequate roads and public transit — the same things we demand today, only more of them.

Yet to focus on just one item on that menu of needs — public transit — will BART commuter trains, buses and other public transportation services be adequate to serve a bustling metropolitan area of 6.5 million people, all needing ways to get from one place to another?

* * *

Arguing that domestic programs must be cut to reduce the federal budget deficit and that it's time for states and local agencies to pick up the tab, the Reagan adminstration has proposed a 70 percent cut in the federal transit program in its 1985-86 budget.

* * *

The impact on Bay Area transit would be substantial. According to the Metropolitan Transportation Commission (MTC), the region's 16-year plan for new rail starts and extensions, including BART extensions to West Pittsburg and Dublin, would be stopped dead in its tracks.

The MTC, which coordinates transportation planning and funding for all nine Bay Area counties, says the budget cuts would also mean an immediate 10 percent reduction in rail and bus service, increased transit fares and a crippled capital replacement program.

The end results? More pressure on the Bay Area's already gridlocked freeways and bridges and severe constraints on the ability of BART and other transit agencies not only to meet the future demand for public transportation but to keep today's workers and economy moving.

* * *

We've already urged the public to support a key proposal by state Sen. John Foran, D-San Francisco. It would provide more state money for public transit along with hiking the state gas tax and truck fees for street and highway construction and repair.

We also think it's important for the public to support the federal transit program.

* * *

While many members of Congress are balking at the proposed transit cuts, they're under extreme pressure to reduce the federal budget deficit and are reportedly getting little mail from the public in support of public transit. Write your senator or representative in favor of a balanced transportation system.

# Transportation said to be #1 worry

People who live in AC Transit's part of Northern California consider transportation more significant than unemployment, crime, pollution, housing and overpopulation, according to a recent survey carried out by the Bay Area Council.

Also, the survey revealed that the number of people who believe that urgent attention should be given to transportation issues — including public transit — is growing.

The report, published this month, was based on a question-and-answer project sponsored in December, 1984, by the Council, a group of business-backed organizations which conduct research on public issues.

The 600 persons who participated were asked to identify "the most important problem facing the Bay Area today". Transportation was cited by 28% of those polled, which represents an increase from the 18% who, in 1983 identified transportation as this area's #1 concern.

Poll results also showed that people believe the transportation situation is not improving. More than half said that the highway system and local streets and roads were getting worse. However, those citizens surveyed expressed a more favorable view of public transit — 37% expressed the opinion that public transit was "better" than before. Transit's status was judged "the same" by 19% of those questioned, and "worse" by 29%.

Other significant Bay Area problems cited by survey participants and the percentage who cited these worries as predominant included the following: pollution (11%), crime (10%), housing and overpopulation (9%) and unemployment (5%).

## Senator states funding stand

**Dear Mr. Kimball,**

**I appreciated receiving your message regarding the Administration's severe cutback proposals for transit. I disagree with these proposals, and I will be working in the Senate to achieve a more equitable transit budget, far more responsive to acute national needs.**

**The federal government must meet its commitment to California's needed new transit projects, which are already in advanced planning stages and which I strongly support, as well as to local governments in their work to maintain adequate bus and rail transit systems. I look forward to working with you in making the case for a fair shake for transit in the coming budget.**

**With best regards,**

**Sincerely,**

**Alan Cranston**
**United States Senate**

## *Some Line T coaches To carry bike racks*

To test the proposition that bicycling and bus riding are an energy-efficient, workable combination, AC Transit is equipping certain Line T coaches with front-mounted racks to hold a pair of two-wheelers. This cooperative project of the System and the East Bay Bicycle Coalition will be kicked off May 19.

The bicycle-friendly buses will welcome cyclists at designated stops along a segment of Line T's route linking downtown Oakland with west Alameda, including College of Alameda and the Naval Air Station. Alameda-bound cyclists will pay local fares (60 cents or 40 cents, youth), while the bikes ride free-of-charge.

Details of the service, including rack-use rules and regulations, will be distributed prior to implementation date.

Construction round-up

# *District upgrade projects move forward*

District Directors, management, and staff joined with the East Bay joint-venture development team and area public officials April 11th to break ground for AC Transit's new General Office building, which will rise soon at 1600 Franklin Street, Oakland.

The $14.5 million, 10-story structure will be constructed with no direct use of public funds because of an innovative financing package which includes a lease-purchase agreement. That agreement will result in eventual public ownership of the new headquarters building, whose downtown Oakland site is already owned by AC Transit.

Scheduled to be completed in about 18 months, the facility will house AC Transit's administrative, management, opera-

*(Continued on Pg. 5)*

**THE COVER — Another key facilities improvement milestone was marked April 11 when District representatives were joined in celebrating ground-breaking for the new downtown Oakland headquarters. Examining an architectural model of the 10-story structure are (left to right) James Ishimaru, executive architect; Oakland Mayor Lionel Wilson; Union Bank President John M. Heidt; District Board President William J. Bettencourt; and Oakland Chamber of Commerce President William S. Downing.**

*CONSTRUCTION CALENDAR — The facilities program now includes these projects: the new Hayward operating division (top); the nearly-finished Training and Education Center (above); and ceremonial start of the General Office building. Some principals (middle right) in groundbreaking for the latter project were Director John McDonnell; General Manager L. A. Kimball; Director William Bettencourt; Oakland Mayor Lionel Wilson; and Union Bank President John M. Heidt.*

# HQ ground broken, Training Center nears finish

*GETTING STARTED — Members of the District's top management team (left) who wielded shovels during this month's event kicking off construction of the General Office building were General Manager L. A. Kimball (center); Nat Gage (left), assistant general manager for finance; and Robert Shamoon, assistant general manager for operations. Meanwhile, discussing their department's move were (lower left) Michal Settles, training and education manager; and Cecil Gross, chief instructor.*

*(Continued from Pg. 4)*

tions-control, and support functions. These activities are now carried out in over-crowded, leased quarters in Oakland's aged Latham Square Building, about two blocks from the new location.

Patrons and the public also are expected to benefit from new, roomier, more efficient layouts for dispensing the District's Monthly Passes, convenience tickets, discount I.D. cards, and lost-and-found services.

Meanwhile, work continues on other projects: rehabilitation work involving three long-time operating sites — Emeryville, Richmond, and Seminary — and on construction of the new Hayward Division, which will replace the existing Newark Division and ease current space problems at two of the other yards.

## Driver, retirees meet deaths

The deaths of a driver and four retirees have been reported in recent weeks.

Driver *Fred O. Cascadden,* 64, whose transit career began in 1958, died April 12. He worked at Emeryville Division.

The 27-year veteran, who lived in Emeryville, is survived by his widow, Dorothy.

*Carlton F. Purvis,* 66, who had completed 27 years of transit service at retirement in 1984, died April 4 in Stockton, where he made his home. He had worked out of Seminary Division.

Purvis is survived by his widow, Patricia; a son, James Purvis; and a daughter, Juanita Brock.

*Ernest Burgess,* who retired in 1967 after a 42-year period of transit service, died April 16 in San Leandro. He was a veteran of both streetcars and buses, and worked at the Transbay Terminal during his last decade of service.

He leaves his widow, Ruth.

*Roy W. Stanhope*, 79, who retired in 1967 after 30 years of service on streetcars, buses, and as driver of the District's original articulated bus — the "Freeway Train" — died March 17 in Hayward.

Stanhope is survived by his widow, Mary.

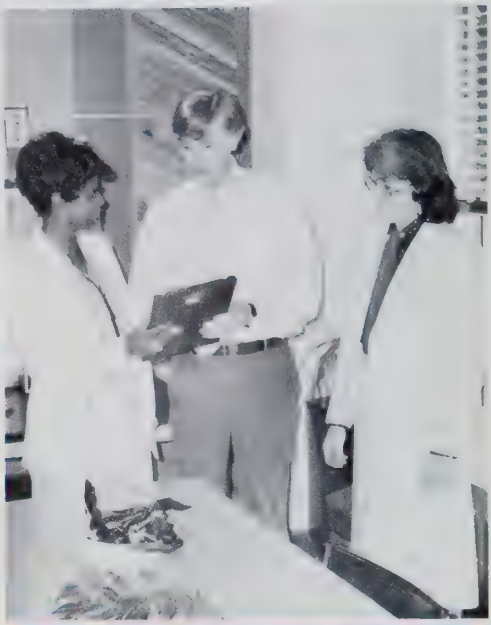
*George J. Cook,* 59, who retired as a Richmond Division driver in 1980, died March 16. A resident of Richmond, he had completed nearly 18 years of AC Transit service at retirement.

Cook is survived by his widow, Mary, and daughter, Sheryl Cook.

# FOCUS: Transit People and Projects

*EMPLOYEE AWARDS — First honorees in the quarterly Employee Recognition Program are Florene Braneon, senior PBX information clerk, General Office; Charles E. Powers, service employee-leadman, Emeryville; and Jafus J. Williams, driver, Newark. They were named, respectively, "Employee of the Quarter", "Mechanic of the Quarter", and "Bus Driver of the Quarter". Braneon (right photo) receives congratulations from General Manager L. A. Kimball and Sharon Rodriguez, information center supervisor. Williams (bottom) accepts plaque from Sterling Stewart, Jr., transportation superintendent, while Gene Gardiner (center), operations center manager, and Frank Johnson, Division 6 general superintendent, observe. Powers (below) poses beside a bus with his Employee Recognition symbol.*

## Recognizing excellence



## Retirement round-up

**April/May/June**

- **Walter Anderson, Jr.,** Driver, Richmond Division, 23 years.
- **Torben Brochmann,** Driver, Emeryville Division, 26 years.
- **Robert J. Gardiner,** Driver, Newark Division, 21 years.
- **William J. Goelz,** Mechanic AA, Building Maintenance, 13 years.
- **Paul L. Huntsman,** Driver, Emeryville Division, 19 years.
- **Raymond B. Nix,** Driver, Richmond Division, 22 years.
- **Raymond L. Peterson,** Driver, Emeryville Division, 30 years.
- **Alvaro T. Pinto,** Service Employee-lead, Seminary Division, 25 years.
- **Norris L. Walker,** Driver, Emeryville Division, 13 years.
- **Glen Witty,** Driver, Richmond Division, 22 years.

# Our 'Stockholders' Write

For the most part your drivers are very nice, and only on rare occasions have I seen them uncooperative or rude to passengers. There is, however, one driver who really deserves praise and, after many trips on his bus, I recently asked his number so that I might write to let you know what a joy it is to ride on *Aubrey Whitworth*'s bus.

He always has a smile and pleasant word for everyone — whether it is a toddler or a senior of 70, as I am.

Irene Macklin
San Ramon

* * *

I had the pleasure of riding the AC Transit bus last week from the BART station in Concord to the VA Hospital in Martinez. I would like to commend the young lady, *Marlene Barrett,* on the excellent job in performing her duties.

She was courteous and friendly; just a beautiful person to meet. She was careful not to jerk the bus when the handicapped and senior citizens boarded and were getting off. She was an extremely careful driver.

She is an asset to your company.

Charlie Ann Church
Oakland

* * *

I use a fold-up wheelchair, and the driver got off the bus and helped me and my chair to board. And did the same when I got to my destination. He was very helpful and kind, as the bus had no wheelchair lift.

Pat Thomas
Hayward

## *Director notes complaints*

**In answer to various letters and calls about long lines experienced last month by seniors and others applying for their new "Regional Transit Connection" discount ID cards, *William J. Bettencourt,* President of the Board of Directors, issued this statement:**

**"All of us are keenly aware of the inconvenience and discomfort many seniors experienced as AC Transit was deluged by demand for revised cards. This occurred as the deadline approached, ending a six-month transitional period. We sincerely regret the situation.**

**"Prior to this problem period, we had taken various steps to ease the process for our senior and handicapped riders. A key step was sending our 'Traveling ID Center' (ten years in existence) to various sites throughout the East Bay. We also urged the other transit systems involved to take a more active role in card re-issue.**

**"In the course of the extended change-over period, this District issued tens of thousands of the new cards, both on- and off-site. Indeed, we believe that AC Transit's sometimes beleaguered staff was responsible for the great majority of discount cards issued in the entire region.**

**"We are keenly aware of instances, during that final sign-up period, when lines grew wearyingly long and the process seemed to falter and bog down from the weight of sheer numbers. We can only apologize to those affected and thank everyone who took the time to voice concerns."**

# Actions of the Board

At an adjourned regular meeting March 20, the Board of Directors:

- Adopted amended "Statement of Investment Policy", on motion of Director Rinehart.
- Re-scheduled public meeting on Five-Year Plan Update, with specified inclusions and changes to be incorporated in that document, on motion of Director Nakadegawa.

* * *

At an adjourned regular meeting April 3, the Board of Directors:

- Authorized General Manager to guarantee District payment of specified cost of medical coverage for retirees during an interim period until July 1, with staff reports on the matter to be made monthly, on motion of Director Rinehart.

---

## *New publication debuts; Transit-Times honored*

AC Transit added to its family of informational publications this month with introduction of "On the Move" — a quarterly, tabloid-size newspaper for and about District employees and retirees.

A joint project of the Marketing and Human Resources Departments, the publication covers employee programs and recreational/sports activities. Also, it honors various achievements within the work-force of 2,200.

Meantime, "Transit-Times" — first published in May, 1958 — has received honors in the annual, statewide communications competition sponsored by California Press Women, Inc.

Judged on selected 1984 issues, the monthly magazine earned awards in all three categories in which it was evaluated, receiving a "first" in page lay-out; a "second" in headline-writing; and a "third" in overall quality among competing publications in its category.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Vol. 27, No. 11 May, 1985

May 1985

# Transit-Times

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British bus bound for District testing

# Our 'Stockholders' Write

I would like to commend one of your drivers, Mr. *J. D. Rose,* for his very prompt and courteous action in helping retrieve my purse. I realized, after leaving the bus, that my purse had slipped off my shoulder.

I walked down to the station and told my story to Mr. Rose, who very quickly called, and soon told me my purse would be on the bus on its way back to the BART station. I waited and very soon your driver, *Cleo Richardson,* was there with the purse.

I am very much concerned that Mr. Rose's action and his service be given the official recognition they deserve.

Ottillia M. Delehunt
El Cerrito

* * *

I have at least on one occasion written to you in regard to the boorish behavior of one of your drivers. I have also written when I came across a driver with exemplary behavior.

Today, I should like to commend Driver *Spencer Keesee.* I have rarely seen a driver exhibit such patience and good humor on a very crowded bus. The passengers responded cooperatively. Even the teenagers were kinder.

Rebecca Wolstenholme
East Bay

* * *

I am continually impressed with the courtesy and kindness of AC Transit personnel. This morning I had that same courtesy and consideration extended me when I spoke to Mr. *Leland Skilling,* Division Superintendent, Richmond.

It is of extreme importance and sadness to many of us that the 67 Spruce, Berkeley, bus line may have service curtailed; and Mr. Skilling was most informative and gracious in answering my several questions concerning this unfortunate situation.

It is so reassuring to have such considerate people and with such a fine transit service. I am certain that there are many bus riders who join me in this thought.

Betty C. Lyons
Berkeley

* * *

This is just a note to say "Thank you" to two of your courteous drivers, *Lois Dixon* and *John DePaoili.* I was going to Martinez and boarded the wrong bus — a 30-Z going to Richmond instead of Martinez. When the driver realized I was going the wrong way, she politely gave me directions as to how to get the right bus, and she gave me a transfer.

When the 30-Z to Martinez came, I gave the driver my transfer. He didn't hassle me, and I appreciated it. A few minutes later, he was called over the radio by the dispatcher. Evidently, the lady driver, fearing I might have a problem, had him called, to tell him of my situation.

It's very heartwarming to meet drivers with that much concern.

Martha Patten
Richmond

* * *

Thank you for the very efficient service while on our field trip. Your personal recommendations on scheduling ahead of time were reassuring. The drivers were very helpful during the trip when construction mixed up our destination.

Diane Ernst, Teacher
Twin Creeks School
San Ramon

# Study proposes salaried job changes

A new plan which redefines and clarifies AC Transit management and administrative functions is now under consideration by the District's Directors.

Key proposals of this Management Study, aimed at providing immediate and long-term benefits to the District and to management personnel, include:

- A merit pay system which, for the first time, will allow salaried individuals the opportunity to earn pay adjustments for outstanding personal performance — through application of a method to reward above-average achievers.
- A program of performance evaluation to effect such a merit pay program.
- A simplified system of position classification, better identifying placement within the organization and yielding clearer definition of possible career paths open to management personnel.

The plan is based on a lengthy study by a Human Resources Department task team which concluded that AC Transit's existing management classification system has been "informal and flexible." The result: too many jobs with unique, unanalyzed specifications, creating too many categories of management and a lack of clearly defined career advancement paths.

Currently, 74 percent of the District's 120 management classifications (covering some 220 employees) describe single positions. The proposed reorganization would whittle salaried classifications to 80, structured within twelve distinctive groupings of management — each representing similar degrees of responsibility.

Management responsibilities would be categorized in four general levels, with a fifth grouping defining professional and support staff. The plan also provides clear vertical — and lateral — career pathways open to salaried personnel.

Salary structure also should be revamped, according to findings of the study. To date, salary levels have been established by internal processes, usually without reference to market-place factors, with annual salary adjustments tied to increases negotiated for union personnel. A bare 10 percent differential between minimum and maximum now exists in salaried classifications, with entry usually at the bottom and raises to the top governed by longevity.

Such past practices would be replaced under the new plan, which would provide latitude to recognize superior achievers and would give management employees clearly defined avenues by which to pursue individual advancement. For example, while most individuals would fall into the middle of broader 50 percent ranges (compared to the present 10 percent span), the opportunity would be created to advance toward the top of a range by above-average performance.

The plan also would bring AC Transit's management benefits more in line with those offered by other major employers in the region. For example:

- Accrual and use of 'over-time' by salaried employees (below the level of manager or superintendent) would be clearly defined and controlled, providing a formal policy where none previously existed.
- An Annual Leave (earned somewhat like sick leave and vacation) would give salaried employees the opportunity to manage their own time off. (Current sick leave and vacation would be frozen, then used over an extended period while new annual leave credits are being earned.)
- Accrual of leave would be prorated

*(Continued on Pg. 8)*

**THE COVER — The head-sign reads "USA" as the long-distance destination of this British Leyland Olympian bus which will be tested by AC Transit on various East Bay urban and suburban routes in June. The bus-with-balcony is nearly 34-feet long (405 inches) and seats a total of 67 passengers — 28 on the lower deck, 39 above — and accommodates an additional 20 standees.** *(Leyland photo.)*

# Bikes ride in front As Line T initiates Cycle/bus service

*Front-loading rack accommodates two bikes (above) which lock in place by latch (left). Shockcord adds securement. Riders (above, right) get detailed information on bus pole along route.*

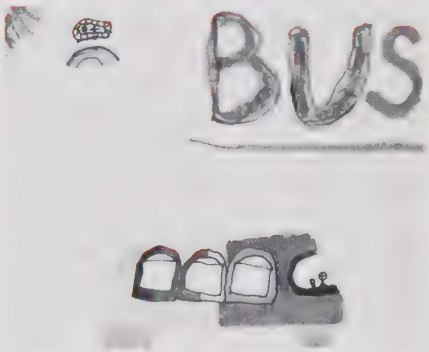
Well-marked "Bike & Ride" stops along a segment of Line T are now welcoming cyclists who wish to take themselves and their two-wheelers through the Posey/Webster Tubes to and from Alameda.

For pre-orientation on the mechanical operations, rules, and regulations of rack-use, the District has published informational brochures and "Guide-A-Ride" postings at stops selected as bike/rider loading locations.

Points stressed in this informational material is that rack-space is available on a first-come, first-served basis; that cyclists must secure and unload their bikes without bus driver assistance; and that the closest cooperation is required — biker-with-biker and biker-with-driver-and-fellow-passengers.

Line T pocket timetables contain detailed schedule information. Patrons wishing more information or needing a schedule sent by mail may call Transit Information, 839-2882.

## *Kids ponder bus-that-kneels*




**School-children whose classes are visited (upon requests made to AC Transit's Customer Relations reps) sometimes ponder a bit over the bus-use lore they've learned. These afterthoughts arrive, usually, in the form of a sheaf of brightly-colored drawings addressed to AC Transit headquarters.**

**Such a communication came in recently from the Kindergarten class of Berkeley's Sierra School, whose students had been particularly fascinated by the kneeling feature of the visiting AC Transit coach.**

**The jointly-composed note read:**

**"Thank you very much for letting us ride on the bus. We appreciate it very much.**

**"How does the bus go down by itself?"**

**This communication and individual drawings (the one above is by a Kindergartner named Anja) were accompanied by a note from Teacher Kitty Lindow, who stated, "The bus trip was a high point in the year for us!"**

"College Day"

# *Event will explain new opportunities*

To orient employees to new career improvement opportunities being offered through AC Transit's Tuition Reimbursement Program which takes effect July 1, the District is sponsoring "College Day" on June 19 from 1 p.m. to 5 p.m. at the Training and Safety Center, Hayward.

More than 35 Bay Area academic institutions have been invited to offer information and counseling on educational opportunities.

According to *Michal Settles,* training and safety manager, all full-time, permanent employees are eligible under the program as long as the academic work is job-related and is pursued in non-work hours. First step is determining what to take and where to take it, for which counseling is available on "College Day" and afterwards, both in-house and from various colleges. Next, an enrollment form is filed for approval by a supervisor or department head. Final approval is by Settles.

Maximum individual reimbursement for tuition and books each fiscal year is $600 for completed courses in which a grade of "C" or better is documented. The college refund plan is part of the District's overall program of encouraging upward mobility.

## GM garners recognition

**General Manager L. A. Kimball is among seven East Bay public officials scheduled to be spotlighted by the Oakland Chamber of Commerce at its 80th anniversary meeting May 28.**

**Recognition of the seven, according to the Chamber, is based on their "efficient management of vital community agencies". Another feature of the event is a "State of the City" address by Oakland Mayor Lionel Wilson.**

**Honorees, in addition to Kimball, are top executives of Port of Oakland, BART, City of Oakland, East Bay Municipal Utility District, Alameda County, and East Bay Regional Park District.**

# *Buses to East Bay parks To run again in summer For recreational access*

AC Transit bus service to East Bay Regional Parks begins June 23 and continues through September 2 for East Bay residents and visitors who want to explore wide-ranging recreational opportunities without the hassles of driving or parking.

Bicycles are welcome aboard one of these park-bound lines — Line 9-Tilden Park, operating daily from BART/Berkeley to the park every hour from 11 a.m. to 6 p.m. Passengers pay regular local fare, with bicyclists charged an additional 25 cents for their two-wheelers.

Service to Point Pinole Regional Park, connecting with BART/Richmond, will operate weekdays and Saturdays from approximately 9 a.m. to 7 p.m. as an extension of AC Transit's regular Line 78 service.

Buses to Don Castro Park, Castro Valley, will operate by Line 95 from BART/Hayward every 30 minutes weekdays from 6:30 a.m. to 6:30 p.m. and hourly on week-ends/holidays from 10 a.m. to 5 p.m. Park-bound passengers walk approximately one-half mile to the park entrance after leaving the bus at the corner of Kelly and Maud.

Also available this summer is "Prescheduled Group Service". This offers pre-arranged tours for organizations, clubs, agencies, or other groups. The East Bay Regional Park District, through Coordinator Kimberly Lenz, may be called for information and reservations at 531-9300. A minimum group of 35 is required for this service.

# Sign-ups are underway for '85 Bus Roadeo

The Bus Roadeo sign-up has begun by District contestants ready to vie for savings bonds, trophies, and possible selection as AC Transit's representative to compete in the nationals this Fall. Entry blanks may be picked up from dispatchers.

The in-house contest of driving skills and knowledge is August 24, with entry forms due no later than August 1. First, second, and third-place winners of the local competition will move on to the Regional Roadeo in Sacramento September 21. The District's top driver will vie at the American Public Transit Association nationals in Los Angeles, receiving paid round-trip transportation (for contestant and spouse).

Maintenance employees qualified to drive buses also are eligible to compete this year for trophies and savings bonds. Entry blanks, due August 1, are available from the Maintenance office.

Competing operators will be judged on a safety quiz, pre-trip inspection, actual driving ability, and personal appearance. Maintenance people will be judged on their skills in getting equipment ready and in driving over a road-course.

Besides top prizes of first, second, and third-place trophies and of savings bonds ranging in value from $150 to $250, all participants will receive an AC Transit Bus Rodeo shoulder patch.

# *High costs of auto use Affirmed in new survey*

AC Transit is a major cost-saving for riders who choose the bus instead of their private automobile, a report by the Hertz Corporation indicates. The car rental company reports that the operation of a typical new compact car — such as a Ford Tiempo — costs 49.61 cents-per-mile.

This figure was based on a survey of 20 U.S. cities. However, two California cities polled, San Francisco and Los Angeles, registered even higher costs of operation — 58.16 cents-per-mile and 60.69 cents-per-mile, respectively.

The figures were based on a normally equipped car, bought new and driven 10,000 miles annually for five years. Included in the calculation is purchase price (including tax), interest on the loan, depreciation, insurance and license fees, average repair and maintenance costs, and fuel and other service charges. Not included were such added wallet-busters as parking fees, bridge tolls, and traffic tickets.

According to Hertz, the 49.61 cents-per-mile figure for car operation is an all-time high, surpassing the previous mark, set in 1982, of 47.19 cents-per-mile.

# ***Baseball, buses join In discount program***

AC Transit is joining with the Oakland A's to offer bus passengers discount-priced seats for ten games scheduled to be played during the month of June.

Informational flyers placed on buses this month explain the baseball/bus promotional offer, which cuts the price of regular $7 adult seats to $5.50 for a selection of games starring such Oakland A's competitors as the Texas Rangers, the Kansas City Royals, the Cleveland Indians, and the Chicago White Sox.

Dates for the ten games selected for the discount-price program are June 7 through June 26. Day, night, weekday and weekend game-times are represented in the slate. Bus riders need merely make use of the mail-in coupon segment of the informational flyer to qualify for the reduced-admission baseball bonus.

## Veteran driver James Lilly dies

*James Lilly,* 49, a Seminary Division driver with two decades of AC Transit service, died April 29 in Oakland. He was an Oakland resident.

Lilly leaves his widow, Juanita, and three children: Carl, Cheryl, and Clay.

He joined the District in 1964.

# FOCUS: Transit People and Projects

*TRAINING TRAINERS — AC Transit training instructors were joined by representatives from Sacramento Regional Transit, Santa Clara County Transit and San Francisco Municipal Railway in a special Supervisory Training Course for first-line maintenance management personnel. The Urban Mass Transportation Administration sponsored the course, conducted at Central Maintenance Center the first week in May. Ohio State University instructors (from left) Allen A. Wiant and James B. Hamilton were joined at the head of the class by AC Transit Training Instructors Carl Kissinger and Daniele Benson.*

*SUGGESTIONS NOTED — AC Transit Manager of Research and Planning Donald S. Larson, right, listens to comments of Donna Olson, left, at a public meeting held in Fremont recently. The Saturday morning meeting was part of AC Transit's policy of providing for citizen input by holding community discussions in different areas at different times to accommodate people who are unable to attend Board of Directors meetings in Oakland.*

## Checking out Coaches

*FOREIGN FACT-FINDERS — Representatives from Mexico toured AC Transit Central Maintenance Center recently to review performance of different types of buses operated by the District. Analyzing and evaluating this District's experience with coaches were, from left, Ignacio Farrera Roma, German Ortiz Hernan, Rogelio Hernandez Lopez, and Miguel Angel Cornejo Murga. The group was gathering information for possible bus purchases for Mexico City.*

# Actions of the Board

At an adjourned regular meeting April 18, the Board of Directors:

- Authorized General Manager to participate in joint procurement of petroleum products through the Regional Transit Association, on motion of Director Rinehart.
- Authorized General Manager's travel to American Public Transit Association's GM Conference in Toronto June 23-26, on motion of Director Rinehart.
- Awarded contract to Roebbelen Engineering, Inc., for Emeryville Division's maintenance building and tire shop, on motion of Director Nakadegawa.
- Recorded opposition to proposed California Senate Bill 1197, on motion of Director Shepard.
- Approved one-year Line T bus-bicycle demonstration project to begin May 19, on motion of Director Nakadegawa (see story, pg. 4).
- Scheduled public meeting for June 26 to receive comment on Five-Year Plan Update, on motion of Director Nakadegawa.


**Transit-Times**

Published monthly by the
**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT**
508 16th St., Oakland, California 94612
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LINDA SHEPARD ..... Vice President
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ROY NAKADEGAWA ..... Director at Large
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George C. Skezas ..... Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Div. 3
William J. Woska ..... Human Resources Manager




## Management/administrative jobs studied, changes proposed

*(Continued from Pg. 3)*

over each year, with additions being registered by computer and the accumulation being reported on employee paycheck stubs in each payroll period.

Though the proposed changes are sweeping and may sound intimidating in some respects, General Manager *L. A. Kimball* is quick to note that the plan, if adopted, does not imply salary cuts. It would require reallocation of some staff.

The purpose of the study, Kimball stressed, is to create a framework within which to identify the District's salaried personnel needs and to define clearly how management functions will be monitored, and how individual performance will be evaluated and compensated.


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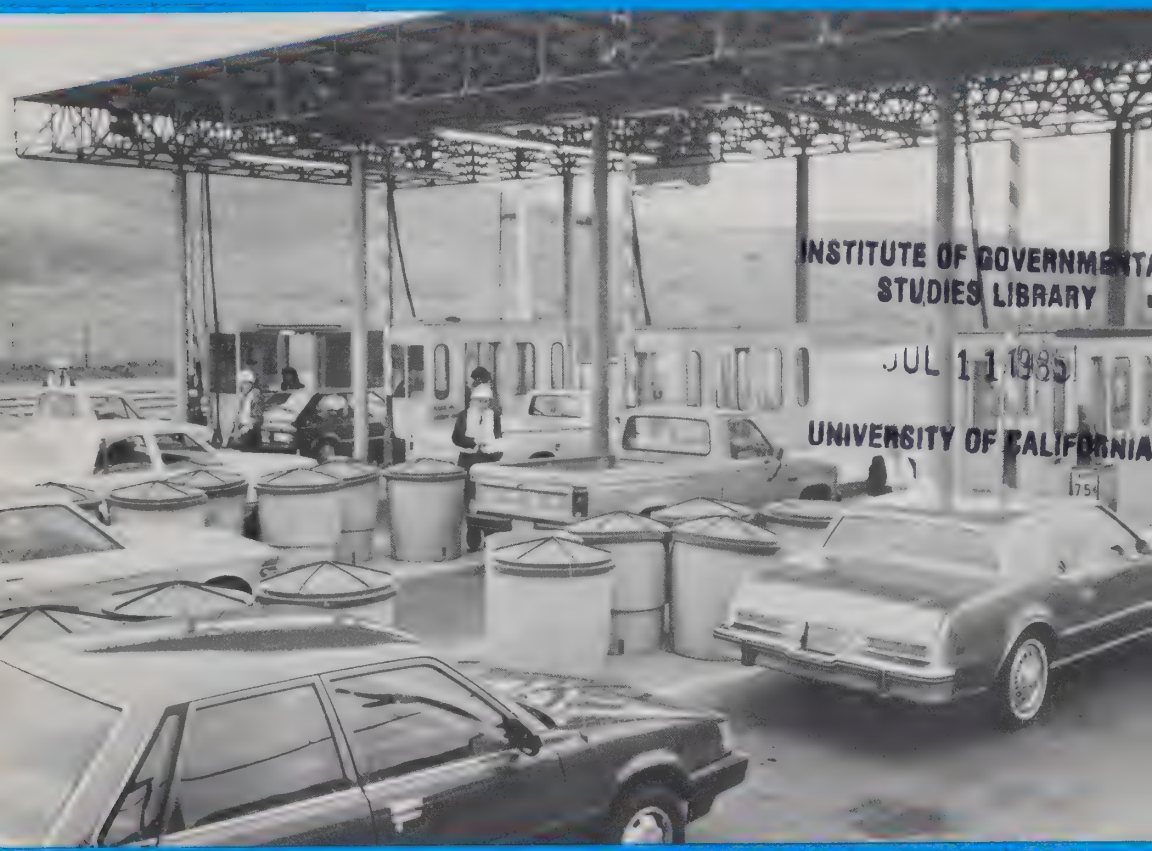
# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



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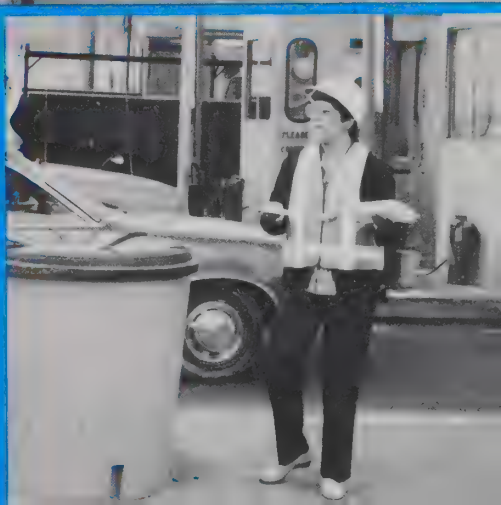
## Info project promotes Options for commuting Across Dumbarton span



# Our 'Stockholders' Write

As I rode the bus this morning, I was certainly impressed by the driver *(Joseph E. Tating)*. Not only did he handle the bus well, being sure to draw gently away from the curb, but he was also uniformly courteous to the passengers, and has even established a rapport with some of them.

At such an early hour, it was a pleasure to experience such civilized behavior, and it is always a pleasure to watch a professional at work.

Richard H. Byrns
Chabot College
Livermore

* * *

It is a pleasure to recommend to your attention — as I have done several times before — one of your operators: this time, *John Morrill.*

I was especially impressed by his considerate, polite, and helpful way in handling the elderly. He is a kind and patient person who seems to be well liked by the people on the bus, some of them beneficiaries of his exemplary attitude.

Dr. Edith Ligeti
Berkeley

* * *

I would like to commend to you Driver *Dana Price.* She has to be by far the most courteous, polite, and reliable bus driver that I have traveled with in my six months in the Bay Area.

Having traveled by AC Transit, BART, and MUNI in that time, I have been exposed to many drivers. By far, Dana has been the most accommodating to all passengers.

Frank Hoffmann
Oakland

We were having dinner at a restaurant in Berkeley when we noticed a disturbance outside. Evidently, the bus driver *(Johnathan Scott)* had found himself duty bound to detain a rather unscrupulous, unsavory individual who had bothered a small child.

As people walked by and offered to help the driver, (he) just shook his head and waved them on, knowing full well he had the situation well in hand and didn't need anybody making more of the situation and possibly creating more of a confrontation.

We couldn't help but feel pride and reassurance that there were still some good people in this busy world. A short time later the police arrived and arrested the man. Please thank the driver.

Ralph and Jeanette Phillips
Berkeley

* * *

I would like to nominate one of your drivers, *Bernard Gurecki,* of the DB Line for "Driver of the Year" for efficiency and courtesy above and beyond the call of duty. It's actually rather rare and much appreciated.

Dave Fafarman
El Sobrante

* * *

The "Madera School News" wishes to advise you of Madera's gratitude to Driver *Charles E. Franken* for his dedicated service in safely delivering children to our front door each school morning. In honor of his patience and perseverance, we have awarded him our first-ever "Bus Driver of the Year" award.

Our thanks to Mr. Franken and the many other AC Transit drivers like him.

Janet L. Brown, Editor
El Cerrito

*Fiscal Year '86*

# Budget fate hinges on funding "ifs"

A projected $108 million Estimated Operating Budget for Fiscal Year 1986, which would be balanced, is being considered by AC Transit's Board of Directors, but General Manager *L.A. Kimball* is quick to note that it's based on a funding assumption which has yet to be proven valid.

The key concern about this estimate, Kimball states, is uncertainty about continued federal mass transit operating assistance. AC Transit had been looking forward to a federal contribution of some $7.1 million (about 9 percent less than received in FY 1985), and a reduction in that amount could have severe impact on the District and its riders.

In debating the national budget, the House of Representatives proposes to continue assistance at near current levels while the Senate voted to decrease mass transit funding. These federal budget proposals are now in a joint committee of the two legislative bodies for resolution of the differences voted by each house.

Kimball stated that a decrease in federal funding could be offset by reallocation of state, local and bridge toll monies available within the region, but that would require persuading other transit operators and the Metropolitan Transportation Commission to redeploy these regional resources.

The Operating Estimate indicates a modest increase in farebox revenues (from $33 to $34 million), a projection predicated on an anticipated adjustment in distance-based fares for transbay bus service. If earlier projections for total (including federal) allocations are met, there need be no adjustment in the basic local (60¢) fare, according to Kimball. In any event, he says, no specific proposals for fare hikes will be formulated for public discussion until the uncertainties about revenues are more clearly near resolution.

In terms of miles and hours of operation, the proposed FY 1986 Operating Estimate projects slightly increased levels of bus service in the metropolitan East Bay. This includes contract service purchased by BART: express bus routes linking the rail system with outlying areas of suburban Alameda and Contra Costa counties, and shuttle buses now operated within AC Transit's service area. The projection forecasts no change in number of bus drivers, and minimal increases in the ranks of maintenance and support personnel.

Directors will be pondering the proposed budget further, with public comment invited, during a meeting scheduled for 3 p.m. Tuesday, July 9th, at District headquarters in downtown Oakland.

## Two-decker earns praise

**AC Transit riders gave an English-built double-deck bus high marks early this month during its first road test in regular mass transit service in the USA. Seventy-five percent of the commuters who tried the British Leyland bus were very positive about its features — particularly the view from the upper deck.**

**On survey cards, riders were asked to compare the tall bus to standard coaches in terms of boarding and alighting, seating and seated leg room, noise levels, and riding quality. Approximately 70 to 75 percent approved most aspects of the double-decker; the one feature generating lower marks — 52% approval — was access to the second deck by stairway.**

**After the first week on commuter routes in the metropolitan East Bay, the District operated the vehicle for another week on BART Express contract service in suburban areas of eastern Alameda County. Gillig, of Hayward, which built many of AC Transit's standard coaches now in service, plans to sell the double-decker in the U.S. AC Transit is interested in its potential for use on heavily-patronized commuter routes.**

# *Info outreach aims to add bus riders*

A promotional campaign aimed at commuters in the Dumbarton Bridge corridor opened this month with wide distribution of informational materials about AC Transit's Line DB - Palo Alto-Union City bus service.

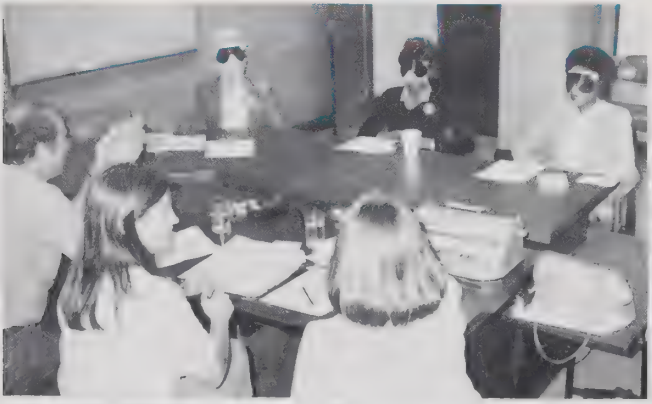
Central element of the ridership push is a brochure detailing the route and schedule of Line DB and offering potential patrons a clip-out coupon worth a free round-trip on the transbay service any weekday until July 5.

To assure maximum distribution of the brochure and complimentary ride voucher, cooperation of major employers in the Palo Alto-Menlo Park area was sought. This resulted in employers agreeing to mail the Line DB promotional piece to the homes of about 1,100 employees who live within the service area.

Another phase of the information effort took place at the Dumbarton Bridge toll gates on June 19, with commuters being handed specially-printed envelopes containing the Line DB brochure and data on ride-sharing provided by RIDES, the Bay Area's carpooling coordinators. The particular aim of this joint hand-out is to convince drivers that either taking a Line DB bus or joining a carpool is preferable to the daily strains, hassles and energy waste of driving alone.

**THE COVER — Early morning commuters at the Dumbarton Bridge Toll Plaza June 19 received information on ways to avoid driving in peak-period car traffic between Southern Alameda County and Palo Alto. AC Transit and "RIDES for Bay Area Commuters" cooperated in distributing information about the commuting options of carpools, vanpools, and AC Transit Line DB bus service. Participating in the project were (top photo, from left) Jeff Rice and Peter Skillman, of RIDES; and Doyle Dewberry and Trini Gibson, of AC Transit's Marketing Department. Gibson (lower photo) waits to distribute one more of the approximately 6,000 packets disbursed during the day's 6 a.m. to 9 a.m. period.**

## Sessions sensitize info operators to handicapped problems



*Tuning senses and sympathies*

*SENSITIVITY TRAINING — Telephone Information Center people participated in June training sessions conducted with the assistance of the Living Skills Center for the Visually Handicapped, San Pablo. The aim was to provide sharper awareness of problems faced by the disabled. Among other experiences, clerks were blindfolded and put through a series of exercises, giving some sense of challenges faced by the visually impaired. The classes included (from left) Information Clerks Joy Graner and Pat Davis; and Assistant Information Supervisor Cynthia Dorsey.*

# Education aid opportunities explored

AC Transit's "College Day" June 19 drew about 89 employees, to consult with representatives from many Bay Area educational institutions about programs which could improve job and career opportunities. Among employees receiving "College Day" counseling were (top) Daphne Friedrich, Safety, signing-in with Hiran McKinney, Training; (below) Gwendolyn Hale, Transportation; and (bottom) Drivers Christina Zook and Dave Nelson. The event kicked off a career training push which includes a new tuition reimbursement plan.

*Employees turned out to learn how they might improve job potential through studies.*

## *Line 30-Z goes WestCAT With funding aid plan*

The financing uncertainties shadowing Line 30-Z (Martinez Link) service during past months have been dispelled by a plan, taking effect July 1, assigning operating responsibility to WestCAT (Western Contra Costa Transit Authority) with cost-sharing to be shouldered by four other agencies, including AC Transit and BART.

The change in Line 30-Z status — it has been operated the past year by AC Transit with the aid of state funding which runs out June 30 — includes service and fare modifications. Buses will run every two hours over the existing route between the Richmond BART station and Martinez, with a $1 fare (50 cents for seniors/handicapped). Transfers from other public operators will be accepted with payment of one-half fare.

Other participants in the 30-Z cost-sharing program are Contra Costa County and Central Contra Costa County Transit Authority.

*YOUNG ARTISTS — Prize winning posters were produced by three Oakland High School youths as part of a student art contest entitled "Your Dream Here," sponsored by Winston Network, the organization handling AC Transit bus advertising. The students, from left, Jennie Chua, Brian Wong, and Melvin Scott, show their creative efforts in the competition, which resulted in a $100 third place prize to Ms. Chua for "Better Learning Makes Better Living;" a $250 second place to Tong for "Music for the World;" and a $500 first place to Scott for "Peace on Earth." The latter will be displayed on AC Transit buses during coming weeks.* **Bill Knowland/Tribune Photo**

## Current bicycle rack test project has high CHP interest

The District's year-long demonstration project testing feasibility of bicycles on buses is of particular interest also to the California Highway Patrol, which worked closely with AC Transit during development of the front-mounted racks for certain Line T buses.

The CHP, whose responsibilities include monitoring buses, is following the project with an eye toward defining and measuring impact of rack-use on bus operations and identifying any adjustments needed to permit continuance and possible expansion of the program, which was launched last month.

Line T currently offers 10 designated Bike-and-Ride stops (located at points where rack-use impact on schedules is expected to be minimal) on both sides of the Posey and Webster tubes linking downtown Oakland with Alameda. For cyclists, the bus racks offer mobility by two-wheelers to some otherwise inaccessible areas.

## The retirement round-up

- **Melvin B. Brown,** Driver, Emeryville Division, 17 years.
- **Charlie Collins, Jr.,** Driver, Richmond Division, 23 years.
- **Isadore P. Cordeiro,** Driver, Seminary Division, 29 years.
- **Claude W. Day, Jr.,** Driver, Emeryville Division, 20 years.
- **George W. Kiessling,** Mechanic, AA, Emeryville Division, 38 years.
- **Rustie Kinerman,** Driver, Seminary Division, 17 years.
- **George E. Kirk,** Driver, Emeryville Division, 15 years.
- **Les Sewell,** Dispatcher, Richmond Division, 30 years.
- **Luther Williams, Jr.,** Driver, Richmond Division, 32 years.

# FOCUS: Transit People and Projects

## Public Transit Marathon

*TRANSIT ODYSSEY — In a multi-mode marathon May 28, two transit enthusiasts rode 413 miles on 12 different transit systems during a 24-hour period, traveling by bus, train, streetcar, cable car, and ferry. The pair — Mike Pechner, meteorologist, and Angelo Figone, MUNI employee (shown at right and above, with an informal rooting section of Newark Division drivers) used AC Transit's new Line DB - Dumbarton Bridge service, which connects Palo Alto in Santa Clara County with BART/ Union City Station in Southern Alameda County. The multi-system marathon was launched as part of a public awareness program promoting different ways of getting around the Bay. It served also as a fund-raiser for a Peninsula-based transit advocacy group.*

*FIGHTING DRUGS — Eighth-graders at St. Anthony's, Oakland, designed imaginative anti-drug posters for District buses. Participants (from left) were Robyn Williams, Yolanna Patterson, David Harrison, Sister Gloriette, Jozette Brown, and Eberardo Hernandez, from Oakland's La Clinica De La Raza.*

# Actions of the Board

At a regular meeting May 8, the Board of Directors:

- Awarded contract to S. J. Amoroso Construction Co., Inc./Verrett Construction Co. for service and bus washer buildings and fuel islands, Emeryville Division, on motion of Director Rinehart.
- Adopted resolution supporting candidacy of Director Linda Shepard for office of Vice President, Human Resources, American Public Transit Association, on motion of Director Rinehart.

* * *

At an adjourned regular meeting May 22, the Board of Directors:

- Authorized General Manager to solicit "Request for Proposal" for legislative consultant services, on motion of Director Wiggins.
- Endorsed California SB-224 relating to fines for infractions committed on or in public transit vehicles or facilities, on motion of Director Shepard.

* * *

At an adjourned regular meeting June 4, the Board of Directors:

- Adopted resolution of congratulations and best wishes on retirement after 38 years of Lonnie L. Kelly, mechanic in building maintenance, on motion of Director Fajans.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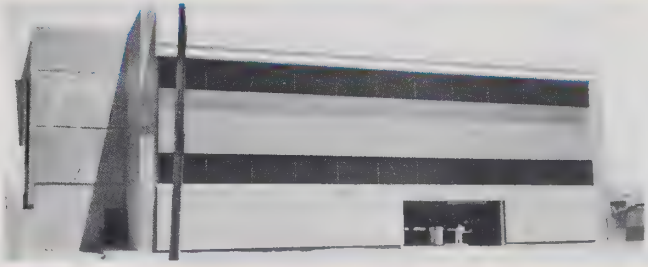

*CONSTRUCTION UP-DATE — This structure at Emeryville Division opened June 14 as the latest product of the District-wide program of upgrading aged and/or obsolete facilities. This building will ease a long-existing problem at Division 2 by providing parking for 262 employees.*

AC Tra[illegible]


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Vol. 28, No. 1-2 JULY-AUGUST, 1985

# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Vol. 3 No. 6 OAKLAND, OCTOBER 1960

## AC Transit Takes Over Key System; First of New Service Begins Oct. 23

The Alameda-Contra Costa Transit District rolled smoothly into operation this month, ending nearly a century of privately-owned transit in the East Bay.

The change-over, from the long reign of Key System Transit Lines and predecessor companies to a publicly-owned system, went off without a hitch.

As far as the public was concerned, the only immediate difference was in signs and symbols. Greeting cards welcomed riders aboard buses and told them they were riding with AC Transit. The familiar Key System symbol was covered over by the emblem of the district and the buses sent out on their usual routes, with their usual drivers.

The take-over cleared the way for a $16,500,000 improvement program that ranges from an immediate drop in fares for children to establishment of new service and acquisition of 250 new city and suburban "Transit Liners."

**"Transit Liners" on the Way**

The first 40 of the new buses—all air-conditioned—will arrive in December, and the remainder will be delivered beginning in February through next June.

Symbolically, change-over day was a milestone for the 1,000,000 residents of the East Bay. It was 97 years ago, in 1863, that public transit made its first appearance, a steam train that took passengers from Seventh and Broadway to Oakland Point and ferry connections to San Francisco. In the years since, the East Bay has sampled horse cars, steam dummies, cable cars, the first trolleys, the more advanced electrics and the evolution of the bus.

In taking over operation of their own transit system, the public can expect a vastly improved system that will affect more than 300 miles of transit lines in the next few months.

Richmond and Western Contra Costa County will be among the first to benefit. New service will be established in a number of residential areas, tentatively set for October 23.

**New Service Ready**

As a result, some outlying districts will get their first bus transportation. Residents will have direct service to downtown business areas and to outlying shopping centers. Efficient commute service also will be provided.

Other areas can expect needed new routes, line extensions and more frequent service, with noticeable improvements as soon as new equipment wheels into operation.

Five new express routes will link cities between Richmond and Decoto beginning next February; 55 miles of new local lines also will be established in the months ahead.

**25 years ago service started**

# Our 'Stockholders' Write

In downtown Oakland, shopping for a trip, I bought much needed shoes — two pair, expensive because orthopedic. In my haste to get off a bus to make a connection, I somehow left the shoes. I had no money to replace them.

Calling your Lost and Found — miracle of miracles — the bus driver (had) turned them in, and I had them the next day before I took off.

I want you to know I am grateful to the bus driver (*Robert L. Edwards*) and all of you.

Deidre Kessler
Berkeley

* * *

*W. A. Scott* is one of your best drivers: experienced driving skills accompanied by more than just a pleasant personality and attitude. He truly cared about his passengers. As passengers got off, he told them to have a good day and to step down off the bus with care. Another special touch was that Scott announced every approaching stop.

All in all, Scott made my journey home more enjoyable and pleasant — and that helps give AC Transit a good reputation.

Veronica Dare
Albany

* * *

This memorandum is to highly commend *Mr. Paul Pierce* for being a safe and courteous driver while serving our route. He is definitely a model in keeping with your company goal of providing safe, reliable, and friendly public service.

Signed by 20 passengers
N-1 Route (afternoon commute)

On June 12th a reckless driver was pursued by (a) Pleasanton police officer. The vehicle pursued was driven at speeds in excess of 100 miles per hour. The vehicle crashed twice, but kept going. At one point the vehicle narrowly missed colliding with an AC Transit bus.

When the vehicle stopped, after its second collision, the driver was extremely uncooperative and physically resisted arrest. AC Transit driver *L. O. Bivens* came to the officer's assistance and the arrest was completed.

Please extend to Mr. Bivens my sincere thanks for his dedication to public safety in assisting a police officer in time of need. His help is greatly appreciated.

W. E. Eastman
Chief of Police, Pleasanton

* * *

I wish to recommend a young driver of a #51 bus *(M. A. Nuno).*

When he noticed me struggling with the high steps (I am old and slow), trying to board, he left his driver's seat and came quickly to help me. The same happened when I left the bus. He also called out the names of stops.

Such courtesy is rare these days.

Mrs. G. H. Landsberg
Berkeley

* * *

I would like to commend *Nick Fresquez* and *M. M. McMillan.* They are very fine gentlemen.

I wrote to you about Nick before and you didn't say anything to him. Any employee that is recognized by a paying customer also pays your salary.

Mrs. Betty Davis
Fremont

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*Top management change*

# Gage named acting general manager

SEP 19 1985

UNIVERSITY OF CALIFORNIA

*Nathaniel A. Gage,* formerly assistant general manager for finance, was appointed by the Board of Directors August 19th to serve as acting general manager following the removal of *L. A. Kimball,* the District's top administrative officer since November 1, 1983.

AC Transit's publicly-elected seven member Board voted unanimous decisions on both actions. Gage has been with the District since 1980. His extensive prior public service includes seven years with the Metropolitan Transportation Commission, where he earned a reputation as an expert in the area of transit financing. His MTC tenure followed 35 years of service in the U.S. Army.

Board President *William J. Bettencourt* announced the Board's decision following a closed-door executive session in which Directors reviewed with Kimball their concerns about his management style. One key concern was the much-discussed Management Study, rejected by the Board earlier in the month. In a memorandum issued August 6th, Board President William J. Bettencourt stated: "While recognizing that the Management Study presents many valuable concepts we wish to pursue, the Directors have rejected the plan as presented."

Management study
Was one key concern

*Nat A. Gage*

Gage will serve as acting general manager for no less than six months, continuing a Board-mandated program refining management and codifying District policy and administrative procedures, Bettencourt said.

## *Bus fares may go up soon*

AC Transit Directors plan a Public Hearing Tuesday, September 10th, 7:30 p.m., to discuss possible fare increases. Hearing site is the auditorium at Metro-Center, 101 Eighth St. (at BART/Lake Merritt), Oakland.

An added $1 million in fare revenue coupled with operating assistance allocated by the MTC, promises a balanced $108 million operating budget for 1986. However, any reduction in operating assistance from other sources could force further fare increases or curtailing of service.

## District Secretary post expands

Rosenberg will work
Full-time for Board

*Larry A. Rosenberg*

AC Transit Directors have redesignated the District Secretary post a full-time position, with expanded responsibilities, and this revised role has been assumed by *Lawrence A. Rosenberg,* who in recent years has held joint positions: Board Secretary and Assistant General Manager for Administration.

In making the appointment, Board President *William J. Bettencourt* stated, "Given the Directors' confidence about effecting continued growth and improvement of AC Transit in coming years and decades, it's time for an administrative adjustment that will give us full-time staff, providing support in formulation of District policies."

## "Old Look" will be on view as part of 25th anniverary

*CEREMONIAL COACHES — Operators Leonard Nadolsky (below, left) and Donel Poston pose with old Key System buses recently driven back from storage at East Shore Lines, San Francisco. The vintage coaches will play a part in the upcoming silver anniversary celebration.*

Restoration and rejuvenation of two old Key System coaches will be carried out at Central Maintenance this summer. Part of the fleet operating on East Bay streets prior to AC Transit's take-over on October 1, 1960, they will return to service in late 1985, both for special events connected with the celebration of the District's silver anniversary and for regular service.

## Bus stop carpools cause District concern

An AC Transit survey estimates that as many as 2,000 to 3,000 persons per day make carpooling contacts at or immediately adjacent to District transbay bus stops, resulting in an estimated annual revenue loss of from $600,000 to $1 million.

Nor are lost bus fares the only problem the survey attributes to such so-called "casual carpooling". At several locations during the study, surveyors noted that cars waiting to pick up passengers blocked bus stops, forcing boarding or alighting passengers into the street. This safety hazard was reported to be particularly prevalent at three stops: Lakeshore -Lake Park and Claremont-Hudson, both in Oakland; and Sacramento at North Berkeley BART.

The Lakeshore site, which the survey spotlighted as among those stops where casual carpooling is heaviest, also offers the most hazards from the situation, since the stop is a heavy transfer point for both local and transbay buses. The report notes also that Lakeshore-Lake Park presents its casual carpooling problem despite the presence nearby of a staging area specifically for carpoolers.

Other service locations where casual carpooling was observed to be particularly heavy were College and Claremont, Oakland; Pierce at Gateview, El Cerrito; Park and Leimert, Oakland; and Fruitvale and Montana, Oakland.

The AC Transit study, requested by Directors and presented to the Board at

*(Continued on Page 11)*

# FOCUS: Transit People and Projects

## *Trainers' training*

*USER-FRIENDLINESS — AC Transit training instructors posed for a class photo after receiving certificates for completing a course in the new computer learning system for drivers, scheduled for August installation. The new system will allow drivers, while seated at individual terminals, to self-train in such subjects as route geography, operating rules, and safety/accident procedures.*

*LANGUAGE LEARNERS — Carmen Queen, Human Resources (left, center) prepares to call the Wednesday noon (General Offices) conversational Spanish class to order.*

*CLASS TOUR — Roy Huff and Peter Lendway, District foremen, were in USC's Transit Supervisors' class touring Central Maintenance recently, with Superintendent George Skezas as guide.*

*PROJECT INFO — Drivers Jesus Dela Cruz (left) and Gary Clark (with BART rep) staffed a table at a recent business park event in Pleasanton.*

# New quarters help streamline the District's buy

*INVENTORY CHECK — Clerk Frank Cadiz (above) uses computerized bar code reader to tally stock. Glenn Andrade, purchases and stores manager, and Carmen Kissinger (below) check orders for additions to the $5 million inventory at the Stores Department, East Oakland.*

The numbers and logistics seem staggering.

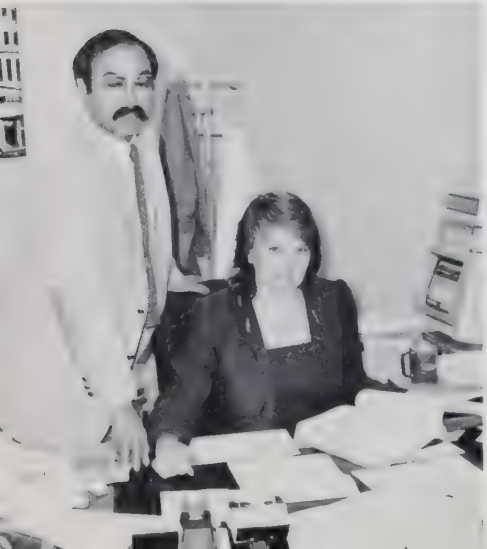
Take, for example, fuel.

AC Transit needs 125,000 gallons of diesel weekly; otherwise, 850 buses brake to a halt. But the amount isn't the only difficulty. The District purchases diesel on the "spot market" to get the lowest possible price. This eliminates any guaranteed, long-term contract for procurement.

Delivery to Emeryville, Richmond, Newark, Seminary, Central Maintenance Center, and the new yard in Hayward requires coordinating at least 15 truck and trailer loads of fuel each week. Annual cost of fuel and lubricants: $6 million.

The hub of this activity is the Purchases and Stores Department, housed in the recently opened Central Maintenance Center on East 14th Street, Oakland. Here, 40 employees coordinate bidding, confer with suppliers, process the paperwork, secure the materials and supplies, and keep track of items stored in a 55,000-square-foot warehouse. The inventory ranges from diesel engines, which can cost as much as $16,000, to

## Functions range from seeking bids



*COMPUTERIZED PURCHASING — Martha Bryant and Marshall Seavey, buyers, calculate lowest bids from responses to proposals solicited by the District in meeting the needs of a fleet of 850 buses and 150 support vehicles.*

## ing and storing activities

ring washers for bolts, which sell for about two cents each.

Besides its in-house responsibilities — necessary to keeping buses running for nearly 250,000 riders a day — the department participates with other Bay Area transit operators in joint procurement through the Regional Transit Association. This has proved to be a dollar-saver at times for such common necessities as batteries, headlights, automotive filters, oil and grease. AC Transit's RTA associates in group purchase are BART, MUNI, Santa Clara County Transit District, SamTrans, and Golden Gate Transit District.

Past joint procurement successes have resulted in preliminary talks with surrounding area transit systems, such as Sacramento and Santa Cruz, about enlarging the joint purchasing circle. This, of course, would add more hours of coordination effort to the number now spent by AC Transit Purchases people.

"The job is big," says *Glenn Andrade,* purchases and stores manager, "and the challenge is there every day to get parts as fast as we can, but at the same time, to get the best price."

### Department vets

*EXPERIENCED HANDS — Mary Chiocca (above left) and Olivia Amaral provide the kind of long-term experience which aids the Purchases and Stores Department in functioning smoothly. They have a combined total of more than seven decades of service to the District and its predecessors. Al DeNurra (left, photo below) and Jim Hix check order requests against inventory prior to issuing items like the coveralls alloted by Hix (bottom photo) to Marvin Middaugh, painter, Maintenance Department.*

### to computerized stock control

*HEAVY LIFTING — Thomas Harrison, shipping clerk, operates fork-lift (above) to move bus transmission as Eddie Vigil, Jr., supervisor of stores (center), and John Abeyta, truck driver, observe maneuver on shipping dock.*

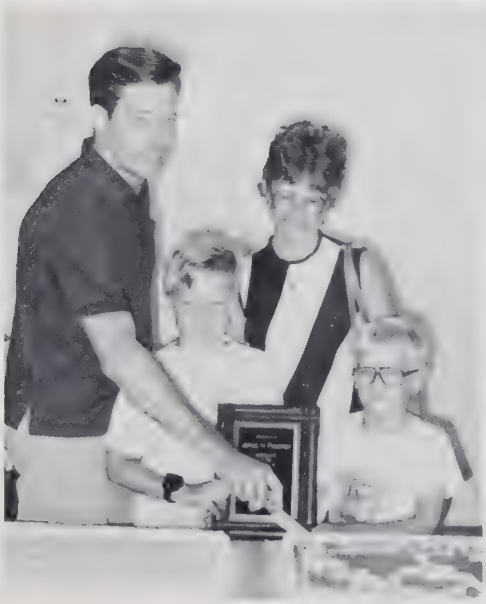
# FOCUS: Three honored in program

## *Top employees*

**Second trio of honorees in the Employee Recognition Program, announced at the end of June, are Victor H. Guerra (Richmond Division), bus driver of the quarter; James H. Freeman (Seminary Division), mechanic of the quarter; and Cleve Moore (Operations Center), employee of the quarter.**

**The three plaque winners will compete with others chosen during 1985 for the title of "Employee of the Year". The program began in January with the aim of spotlighting on-the-job excellence.**

**It is part of a larger program, administered by Human Resources, which also includes a system of rewards for service longevity.**



*HONORS EARNED — Employee Recognition Program winners were honored at divisional ceremonies, with family members among the guests. At the Operations Center event, Cleve Moore and wife Arthur (above) posed with his Employee of the Quarter award. Victor Guerra (top), Richmond Division, welcomed the cake-cutting help of his wife Elvia at the ceremony marking his selection as Bus Driver of the Quarter. James Freeman (left), Seminary Division's Mechanic of the Quarter, had refreshment table aid from his wife Dorothy and sons Matthew and Richard.*

# *AC Transit needs fairer share of transit tax revenue*

***This commentary by AC Transit Director Jerome G. Wiggins appeared in The Tribune (Oakland) on July 22, 1985.***

Long recognized as one of the leaders in transportation and one of the most needed transit services in the Bay Area, the Eastbay bus system serving 38 separate communities finds itself with shrinking funding, and simultaneously with expanding requests for delivery of services.

In constructing a possible solution within a new framework, two factors would be necessary to satisfy the public — no increases in taxes and no adverse effect on transit services.

Such a solution is within reach.

Currently, the half-cent sales tax levied in the three BART counties — San Francisco, Alameda and Contra Costa — is distributed on a 75 percent/25 percent basis. Three-quarters of the money raised goes directly to BART, while the remaining 25 percent is available for allocation between BART, AC Transit and the San Francisco Municipal Railway at the discretion of the Metropolitan Transportation Commission.

This process has been helpful in addressing the needs of the three transit systems in the past, and is the result of the California Legislature passing Assembly Bill 1107, designed to provide a steady and secure source of operating revenue for BART.

When AB 1107 was passed in 1977, BART was the transit system which needed the most help. At the time, AC Transit relied heavily upon property tax, receiving nearly 40 percent of its operating funds from that source. San Francisco Muni had then — as it has now — access to the city and county general fund, enabling it to secure needed revenues to ensure continuation of vital lifeline transit services. BART was without a stable source of funding similar to AC Transit's property tax or Muni's general fund. Thus, the intent was to provide parity between AC, BART and Muni.

This parity changed in 1978 when voters in California approved Proposition 13, the Jarvis-Gann tax initiative. The immediate impact on AC Transit was elimination of nearly 25 percent of the monies available to the bus system for street operations.

Today BART is in a much healthier financial position than when the 75 percent/25 percent formula was established, and it is AC Transit that is faced with having to reduce vital transit services for the nearly 250,000 riders who use the buses every weekday.

The state Legislature and the governor can assist in alleviating the current dilemma by simple formula change and, at the same time, address the concerns of those directly affected by the change.

Instead of a 75 percent/25 percent division, I propose a 50/25/25 split. Under this plan, BART would receive 50 percent of the AB 1107 tax money. AC Transit would receive 25 percent. And the remaining 25 percent would be allocated under the direction of the MTC on the same basis as the current allocation takes place, with BART, AC Transit and San Francisco Muni all eligible for this portion.

Based on the BART fiscal year 1983-84 financial audit, the operator transferred $21.7 million in surplus AB 1107 tax money to capital expenditures. In fiscal year 1983-84 BART's share of the 74 percent AB 1107 funds totaled $71.1 million. If BART received 50 percent they would have received $47.4 million or $23.7 million less. The net effect under my proposal would be BART having a $2 million shortfall which could be funded from the 25 percent portion of AB 1107 tax money allocated by MTC.

It is important to reiterate that this proposal calls for no new burdens on taxpayers. It would merely amount to reallocating existing local resources to those most in need.

The new formula enables the MTC to continue to control allocation of the same percentage of the funds, and to restore parity among the three operators that existed prior to Proposition 13.

Another element which should — and could — be incorporated in the plan is a specified time frame, of perhaps five years. This proposal would call for the new 50 percent/25 percent/25 percent formula to be reexamined after five years to determine if the distribution procedures still were in the best interests of the riding public.

As a member of a policy-making body and a person whose professional life is committed to public transit, I would hope for a full debate on this proposal. The conclusions reached following such a discussion are critical to the future of public transit throughout the Bay Area.

# *Staff promotions, appointment announced*

Three AC Transit employees and one newcomer to the District have been named to management posts in recent weeks.

*Pamela Y. Granger,* who worked as assistant comptroller and grants manager for eight years for the City of Oakland before serving five years as projects coordinator at AC Transit, is taking over duties as administrative projects manager. She will oversee grants and contracts administration for the District. Granger has a bachelor's degree in Business Administration from the University of California, Berkeley, and a master's degree in Public Adminstration from California State University, Hayward.

*Billy T. Bishop,* formerly a customer services representative in the Marketing Department, has been promoted to transportation training coordinator. Bishop, with earlier experience as a training instructor and driver, now directs training of new operators and retraining of veteran drivers. Bishop is a 17-year employee of the District.

Formerly assistant payroll supervisor, *JoAnn R. Tucker* has moved up to payroll supervisor in the Finance Department. Tucker joined AC Transit in January, 1970, and has held increasingly responsible jobs in Finance.

A new management employee is *John B. Hoh,* print shop supervisor, who assumed his new duties at Central Maintenance in June. A former printing section manager for Safeway, Hoh has an extensive background in art, graphics and printing.

**THE COVER — This reproduction of the cover of the October, 1960, Transit-Times shows the face of the District's official publication on the event of AC Transit actually launching street operations. Several historical reproductions will appear in Transit-Times during the next twelve months as part of the District's marking of the 25th Anniversary of AC Transit bus service.**

*Pamela Granger*

*JoAnn Tucker*

*Billy Bishop*

*John Hoh*

## Safety tally system revised

District drivers are now working toward a new set of safe-driving goals, which will be in effect for the entire first quarter of this new fiscal year. The revised miles-per-accident targets, toward which drivers will strive through September 30th, are based on divisional past performances in safe-driving averages.

Safety "bogies", per division, for this three-month period are 31,400-miles-per accident, Newark; 18,000 miles, Richmond; 16,492 miles, Seminary; and 14,427 miles, Emeryville.

Monthly safe-driving celebrations, featuring free coffee and pastries, will continue to be held for drivers at divisions which achieve the new goals. For consistent achievers, however, there will be an added bonus: a free breakfast and lunch for drivers at divisions which have met individual targets for six consecutive months.

## *Line DB gains riders, but funding expires soon*

Line DB-Dumbarton Bridge ridership showed a dramatic jump in late June following a promotional campaign in which informational material, including one free round-trip ticket for the transbay bus trip, was distributed to motorists at the span's toll plaza.

Following this marketing effort, ridership rose to an all-time high of 300 trips per day. That ridership figure matches the passenger goal that had been projected for September, which will mark the end of the one-year demonstration project and, also, depletion of the financial support which made Line DB service possible. Subsidy source was the Metropolitan Transportation Commission.

Encouraged by current and potential future ridership increases, the District has indicated its readiness to continue the service if permanent funding can be obtained to help cover the annual operating cost of $388,000.

As examples of future potential in ridership, District planners point to two areas: Willow Road east of Bayshore — a growing employment area not now served by bus stops because of ongoing roadway reconstruction — and the National Wildlife Refuge Center, which now attracts about 40,000 visitors a year to its site adjacent to the Dumbarton Bridge toll plaza. Placement of stops on Willow Road will become feasible, planners say, when road work is completed this summer. With the selection of appropriate stops at the Wildlife Refuge, the planners conclude that Line DB could accommodate service to that site without route deviations or schedule changes.

Currently, Line DB operates six round trips each on weekday morning and afternoon commute periods. Buses travel between BART/Union City and Stanford Industrial Park in Palo Alto.

## "Casual carpooling" studied

*(Continued from Pg. 4)*

its July 31 meeting, reported effects from casual carpooling other than revenue loss and congested, potentially dangerous conditions at bus stops. Casual carpooling, the survey notes, also defeats the principle behind ride-sharing, which is to reduce the number of vehicles crossing the Bay Bridge. Such carpooling, the report says, merely shifts morning commute passengers from high-capacity buses to low capacity cars. Resultant loss of westbound bus passengers could eventually require reduction of this commute service, setting off a disturbing cycle of further passenger loss feeding increased casual carpooling.

Some degree of casual carpooling occurs at a majority of transbay stops, the study declared.

## Three AC Transit retirees die

*Laura L. Rikli,* 83, who retired in 1968 after 25 years as a driver, died July 6 in Alameda. Hired in 1942, she had the initial distinction of being one of AC Transit's predecessor's first women drivers; then she won subsequent honors for her safety record — 16 years without a chargeable accident. At the time of her retirement, she was an Emeryville Division transbay driver and reportedly one of the most frequently commended operators of that time.

She is survived by her daughter, Winifred Paris.

*Elton C. Forbes,* 72, who was a veteran dispatcher at the time of his retirement in 1979, died June 30 in Castro Valley. Forbes' retirement capped a 31-year transit career, all but four of which had been spent as a dispatcher. He had begun his tenure of service as a driver in 1948.

He is survived by his widow, Violet, and sons, Donald and Glen.

*William J. Goelz,* 62, who retired from his job in Building Maintenance in 1984 after 13 years of District service, died July 30 in San Lorenzo.

He is survived by his widow, Doris, and four children: Robin, Paul, Michael, and Tony.

# Actions of the Board

At a regular meeting June 12, the Board of Directors:

- Referred bids for lubrication products to management for evaluation, on motion of Director Rinehart.
- Authorized General Manager to enter agreement calling for WESTCAT operation of Line 30-Z (Martinez-Richmond) for one year, with the District providing 25% subsidy, on motion of Director Nakadegawa.

* * *

At an adjourned regular meeting June 26, the Board of Directors:

- Approved slate of proposed activities in connection with the District's upcoming 25th anniversary, on motion of Director Fajans.

* * *

At a regular meeting July 10, the Board of Directors:

- Awarded contract for lubrication products to Union Oil Company, with proviso that separate contracts be awarded by other Regional Transit Association organizations involved in the purchase, on motion of Director Nakadegawa.
- Adopted resolution establishing appropriation limit for District tax proceeds, Fiscal Year 1985-86, on motion of Director Rinehart.
- Awarded contract to S.J. Amoroso Construction Co., Inc./Verrett Construction Co. for Seminary Division service building, fuel island, bus washer, paving and utilities, on motion of Director Rinehart.


**Transit-Times**

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LINDA SHEPARD ..... Vice President
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JOHN McDONNELL ..... Ward III
RAY RINEHART ..... Director at Large

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Nathaniel A. Gage ..... Acting General Manager
Lawrence A. Rosenberg ..... District Secretary
Richard W. Meier ..... Attorney for the District

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Glenn R. Andrade ..... Purchases and Stores Manager
Loren A. Ball ..... General Superintendent, Div. 2
Richard A. Fratus ..... Controller
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Ozro D. Gould ..... Risk Manager
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Diane Nygaard ..... Operations Programming and Analysis Manager
Michal Settles ..... Training and Education Manager
George C. Skezas ..... Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Div. 3
William J. Woska ..... Human Resources Manager




Scheduled public hearing for proposed transbay fare increase, on motion of Director Rinehart.

Authorized General Manager to develop Request for Proposal for consultant services related to transit funding alternatives, on motion of Director Rinehart.


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# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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## Division entrants sweep District Roadeo

# Our 'Stockholders' Write

Public transportation is the backbone of urban areas. It is one of the few services provided by government that everyone should be encouraged to use, and transit fares should be kept as low as possible to maximize ridership.

In addition to low fares, the attitude of transit operators is important in attracting people; and, in my opinion, AC Transit appears to have bus drivers with relatively high morale.

*Manuel Gonzales* is the kind of driver that helps make public transportation work. Because he is always upbeat and concerned, he helps us start our work with a positive attitude every morning. AC Transit has a lot of good bus drivers, but Manuel is exceptional.

John van Heusden
San Francisco

* * *

I would like to compliment two fine employees of AC Transit: Transportation Supervisor *Lloyd Hadden* and Driver *Yolanda Scruggs.*

I find Yolanda handles the heavy morning traffic with a maximum of "cool" and always shows a friendly and helpful attitude toward the customers. I must say that Lloyd Hadden has always been friendly and very positive toward his work (at Transbay Terminal), toward me as an individual, and toward the customers.

I hope you will let both know of my personal satisfaction with their on-the-job performance!

Thomas Testa
Alameda

While riding from BART Walnut Creek to Dublin, I apparently suffered a seizure. It was an incident which had never happened before; and I do not, according to the doctors, anticipate it happening again.

My reason for writing is to praise the quick, compassionate actions of *Gary Wyke.* Emergency equipment was there within a few minutes. The next day when I boarded the same bus, several fellow riders commented to me on how efficiently he handled a potentially dangerous situation.

Deborah Wood
East Bay

* * *

Driver *Edmond DiTullio* on the F Line is absolutely outstanding, emphatically first-rate. Having caught his buses for many months, I have become well acquainted with his special flair. Humor, skill and intelligence: these make (him) exceptional.

Moreover, he drives deftly and strategically; it's clear that he's constantly assessing traffic conditions and evaluating the most effective way to respond. He is also unusally alert to road conditions.

Bonnie Baskin
Berkeley

* * *

I want you to know that your bus driver, *Vince Briganti,* has been exceptionally courteous to me and other passengers on various occasions.

Dario Meniketti
Albany

# New committee will track service status

A new committee of the Board of Directors convened this month to review a new format for comprehensive reports on bus service, and the maintenance, material-supply, and personnel activities which support operations.

Director *Roy Nakadegawa* chairs the new Operations and Maintenance Committee, which will meet regularly to discuss:

- The status of on-street service.
- Availability of personnel to operate and maintain bus service.
- Production levels at the new Central Maintenance (CMC) remanufacturing facility.
- Effectiveness of purchasing and warehousing activities, in support of fleet maintenance.

### Data summary

Operations Programming and Analysis Manager *Diane Nygaard* introduced to Directors a series of charts illustrating the current situation and recent progress — statistics such as miles between road calls, total bus availability, total driver and mechanic availability, and Central Stores performance. The tables summarize the wealth of detailed data now being tabulated and collated by the District's management information systems.

"These charts show AC Transit's current status in vital functional areas and they clearly indicate the 'get well' target dates for areas where we have problems," noted Acting General Manager *Nat Gage.*

Two of the charts show subjects of particular interest and concern, according to Nygaard — the total pool of available buses (850 coaches under ideal conditions, but about 90 fewer now because of breakdowns) and the levels of bus and bus-component production achieved at CMC. "These are most critical," she said. "They really tell the maintenance story, which largely governs the number of effective buses we can put into service."

The statistics indicate a need for more effective bus maintenance and for increasing the available bus pool immediately toward the ultimate goal, a defect-free fleet sufficient to meet all pull-outs, plus providing 10 percent spares in the operating divisions. An additional small fleet of "Good Order" buses will be available at CMC, which also will rebuild the "Bad Order" coaches that require more than the level of preventive maintenance and servicing performed in the divisions.

### Tracking trends

"This data, laid out in this manner, certainly shows where the progress is and where the problems are," said Nakadegawa. "Isolating the important trends in this manner will make it easier for everybody, including the Directors, to understand our status and to address any weak points."

Nakadegawa added that the new Operations and Maintenance Committee, which includes Directors *Michael Fajans* and *Jerome G. "Jerry" Wiggins,* will be reviewing the progress reports on a monthly basis.

**COVER BOX — Among East Oakland Division's Maintenance people to compete in this year's District Roadeo was Larry Holden (top) who, with wife Marianne, accepted congratulations on his first-place award from William J. Bettencourt, President of the Board of Directors. The title of top contender from the ranks of AC Transit drivers taking part in the August event was earned by Rick Vierra (below), accepting his trophy from Acting General Manager Nat Gage. Vierra qualified to represent the District at next month's APTA Roadeo by scoring highest among two dozen drivers from all four operating facilities, accumulating 754 (of a possible 800) points for job and safety knowledge, appearance, and skill at wheeling full-sized coaches through a demanding obstacle course. In an unusual turn-of-events, East Oakland Division produced all six of the Roadeo winners.**

## Award recognizes Assistant GM's work with East Bay youth

Assistant General Manager *Robert J. Shamoon* was among eight persons honored in San Francisco September 8 with "For Those Who Care Awards". This year's winners were selected from several hundred nominees received by KRON-TV, which hosted the event. Basis for nomination is individual effort in helping others, such as Shamoon's work with Bay Area United Youth.

Roz Abrams, television newscaster, presented Shamoon's official award, which included two $1000 checks — one for himself and one for donation to the organization of his choice. Shamoon directed that both checks go to Bay Area United Youth, for which he has been a prime mover in support of its efforts to land jobs and sponsor recreational opportunities for inner-city youths.

*Assistant GM R. J. Shamoon, (center) accepts congratulations after receiving community involvement award. Also present when Shamoon and others were honored were members of Bay Area United Youth, whose aims he has backed.*

In presenting the winners, KRON-TV's Vice President and General Manager James H. Smith said that the honorees represent "all the thousands of volunteers who give their time and energy to the service of others in the Bay Area...". The proceedings were taped for TV and are scheduled for broadcast on Channel 4 October 9 at 9 p.m.

### Buses/BART back up Cal Bears

UC Berkeley football fans can get to Fall games the car-free, carefree, way by using AC Transit service — or a combination of bus and BART — to arrive at Memorial Stadium.

During home games, extra Line 51 buses will operate, making transfer connections in downtown Berkeley with BART and with mainline buses, including Line F transbay service. BART riders also may transfer to Line 51 (northbound to campus) from BART Rockridge (Concord-Daly City line).

### *Directors meet with area group*

Board members *Linda Shepard, Roy Nakadegawa,* and *Jerry Wiggins* joined the Fremont-Newark Transit Advisory Committee September 17 to review ridership and service. Since passenger surveys show that 51.1% of area riders are youths, the Directors and committee are exploring possible new locations for student monthly pass distribution.

### *Ad/info projects win awards*

**Two of this year's AC Transit public information projects will be honored with awards during the October annual meeting of American Public Transit Association in Los Angeles. The projects were entered in APTA's annual "Ad Wheel" competition.**

**First-place winner was the Marketing Department's "Write Now or Walk Later" campaign of early 1985 — an eye-catching series of flyers and interior/exterior bus posters aimed at alerting passengers and the public to important mass transportation funding issues. An honorable-mention was earned in the newspaper/magazine advertisements category for the driver recruitment/institutional promotion project based on the theme "We're Looking for People with Driving Ambition".**

**Both winning entries were developed through Busse & Cummins, San Francisco, the District's advertising agency.**

# FOCUS: Transit People and Projects

Cover Story

*NEW HEADQUARTERS — Construction of AC Transit's new General Offices is well underway at 1600 Franklin, downtown Oakland. The 10-story facility, scheduled to be completed in late 1986, is being developed and financed without public funds in a unique private capital joint venture. It will house some 300 District employees now working in crowded, outmoded offices in Oakland's Latham Square Building.*

*NEWARK IMPROVEMENT — Maintenance workers (from left) Stan Nusom, George Nagora, Mark Beitia and Ben Martin, install a bus shelter at the Newark Community Center following request from City Councilman Al Nagy, who also chairs the Fremont-Newark Transit Advisory Committee to AC Transit. The structure also will serve residents of a senior housing complex, and others using Line 29.*

*PRC VISITORS — Transportation officials from the People's Republic of China toured AC Transit facilities with David Yazhari (right) of Research and Planning. The guests, shown here in PBX/Information, General Office, were (from left) Zhou Yan Wen, Qi Bang Han and Jin Li Ming of Anhui Province in Northern China.*

# Test-use will check small bus durability

A new little bus will be road-tested soon in selected neighborhoods throughout the East Bay to determine if they stand up to the rigors of regular transit service — unlike other types, tested in the past, which failed to survive the trials of transit usage.

The three 26-foot Neoplans incorporate many heavy duty transit features found in their larger counterparts, according to the manufacturer. Unique features which set them apart:

- Short overall length (compared to 35 or 40 feet for standard buses).
- Accommodation for up to 23 seated riders.
- Light 14,000 lb. curb weight (some 10,000 lbs. less than larger buses).
- A smaller drive train, with an 8.2 liter Detroit Diesel engine and four-speed automatic transmission, power steering and power brakes — including disc brakes on the front axles.

Riders and body-shop workers will appreciate the expansive windows — which, for ease of maintenance, are interchangeable in size and type with those found in the full-size coach. And the design has a very low floor for easy boarding and debarking.

*LITTLE BUS LOOK — This small Neoplan was on display at a meeting of the Fremont-Newark Transit Advisory Committee September 17 prior to the District's testing of the condensed coach in neighborhood service. The 26-footer provides seating for 23 passengers, compared to the 35-to-40-foot regular buses which seat between 45 and 51 riders.*

## Two former AC operators die

Deaths of two retired drivers have been reported recently.

*Henry McPherson,* 58, who retired in 1977 as an Emeryville Division driver, died September 4. At retirement, he had completed 13 years of service.

McPherson, whose home was in San Leandro, is survived by his widow, Mona Lisa, and stepson, Kenneth Mischal.

*Anthony Costa,* 82, who retired in 1968 after 23 years of transit service with AC Transit and its predecessor, died September 5 in San Jose. He began as an electrician in the Emeryville shop, then became a driver in 1958. He was working out of Seminary Division when he retired.

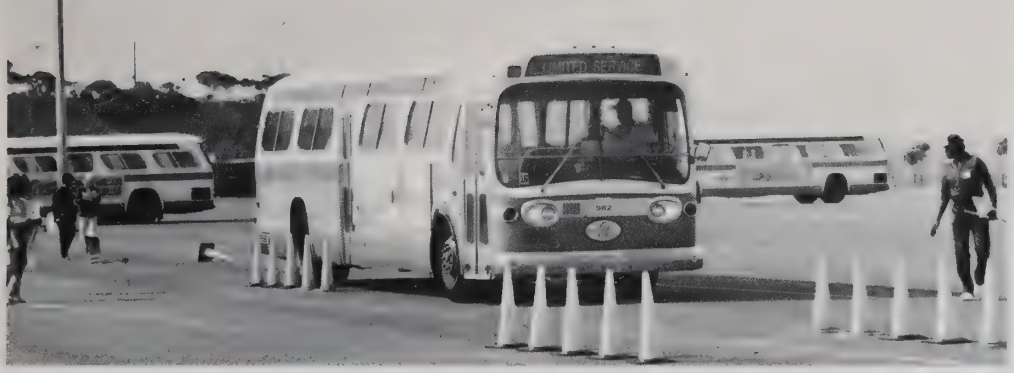
Costa is survived by his widow, Elsie.

## *Drivers' work choices tallied*

*SIGN-UP TALLY — Schedule Department analysts Valerie Youngblood (left) and Kay Moore were on hand to assist as bus operators participated in the District-wide September sign-up at Emeryville Division. Even with the assistance of computers, such individual effort is needed to verify the drivers' choices of the routes and schedules they wish to work.*

## Retirement round-up

- **Richard J. Faulkner,** Driver, Emeryville Division 30 years.
- **Clover C. Ferrell,** Driver, Emeryville Division, 24 years.
- **Nathaniel J. Greene,** Driver, East Oakland Division, 22 years.
- **Lonnie L. Kelly,** Mechanic A, Building Maintenance, 38 years.
- **Donald L. Mitchell,** Driver, Richmond Division, 19 years.
- **Ellsworth Young,** Driver, East Oakland Division, 21 years.

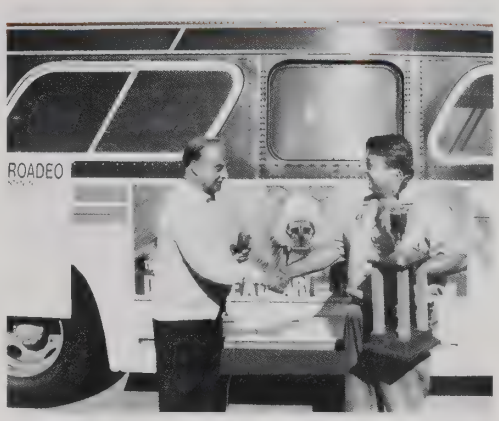



# *Winners honored for 'Roadeo' skills*

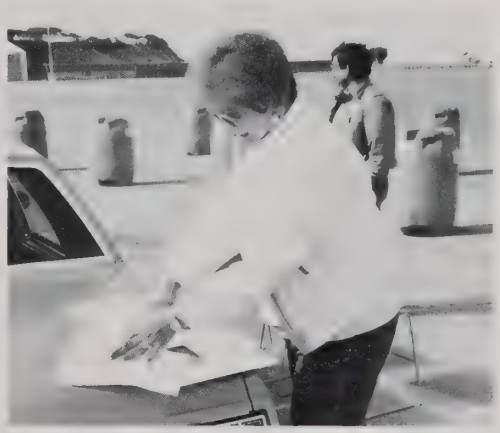
**East Oakland Division accomplished a clean-sweep on August 24 when it fielded all six winners in the annual Roadeo's test of driving skills and operating knowledge.**

**Rick Vierra was first among the drivers, with Harold Kurz and Mike Zipser taking second and third, respectively. Larry Holden (Mechanic A) took top honors among Maintenance competitors, followed by Jim Freeman, second; and Dan Dawson, third.**

**Vierra will represent the District at the October 8 national Roadeo in Los Angeles.**




*COMPETITION WRAP-UP — When the last competitor had wheeled a coach through its tricky tests and when the last written test had been scored, Rick Vierra (above, with Acting General Manager Nat Gage) had earned the trophy for top driver at the District's 1985 Roadeo. The event was a triumph for Seminary Division, whose entrants took all six of the top awards.*



*TROPHY TIME — Top three winners among Maintenance personnel who qualified to compete this year were (above, left, receiving congratulations from Director Michael Fajans) Larry Holden, first; Jim Freeman, second; and Dan Dawson, third. Driver Pat McFall (above, right) studied Roadeo paperwork.*

# Actions of the Board

At a regular meeting August 14, the Board of Directors:

- Adopted Final Draft Five-Year Plan Update for Fiscal Year 1986-90, on motion of Director Nakadegawa.
- Scheduled interviews with potential legislative representatives, financial consultants and set date for workshop on fares, on motion of Director Wiggins.

* * *

At an adjourned regular meeting August 28, the Board of Directors:

- Approved new Standing Committee of the Board — Operations and Maintenance, on motion of Director Fajans (see story, Pg. 3).
- Authorized Acting General Manager to recruit for a number of approved personnel authorizations, on motion of Director Rinehart.
- Approved one-year contract for legislative consultant services, with annual review, on motion of Director Wiggins.
- Approved contract for revenue sources consultants, on motion of Director Rinehart.
- Approved a list of fare-adjustment alternatives, based on transbay fare increases, for discussion at scheduled September 10 public hearing on the subject, on motion of Director Rinehart.
- Authorized Acting General Manager to issue Request for Proposal for repair of Cummins 903 engines, on motion of Director Rinehart.
- Adopted resolution authorizing specified signatures on District warrants, on motion of Director Rinehart.

* * *

At a regular meeting September 11, the Board of Directors: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Mike Mills ..... Marketing Manager
Diane Nygaard ..... Operations Programming and Analysis Manager
Michal Settles ..... Training and Education Manager
George C. Skezas . Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Richmond




- Authorized specified attendance at American Public Transit Association annual meeting in Los Angeles October 6 - 10, on motion of Director Shepard.
- Approved further study in connection with the corridor assessment project; authorized Acting General Manager to solicit bids and to acquire equipment related to the Comprehensive Service Plan Analysis; and approved selected service reductions on Line C, on motion of Director Nakadegawa.


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# Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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## 25th ANNIVERSARY 1960-1985

*District marks Quarter-century Service milestone*

Better employees mean better service

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*Official opening*

# Center to serve many learning needs

AC Transit's Training and Education Center, officially opening this month, is an important new resource that will enable the District to develop the highly-trained, motivated employees who will plan and provide East Bay bus operations in the coming years.

This $2.5 million Center is the induction point for newly-hired bus drivers and entry-level maintenance employees. In addition to receiving basic orientation, drivers are trained on the Center's own off-road driving course before facing the challenge of wheeling full-size buses in traffic on city streets.

Key features of the center include:

- An interactive computerized route training system.
- Classrooms equipped with the latest in data- and word-processing systems, and voice communications equipment.
- Fully-equipped Maintenance classrooms, with lift bays, service pits, tools and equipment similar to types found in the Operating Division shops.
- A replica of the bus component remanufacturing equipment and facilities employed at Central Maintenance Center.
- An off-road bus driving course.
- A stationary (engineless) bus, full-size and fully-operable (but without drive train) to provide a realistic setting for classes in passenger-driver relations and the handling of such new on-bus systems as passenger lifts.
- An 88-seat meeting room equipped for audio-visual programs, seminars and lectures for large groups, and civic/community meetings.

The jobs performed by AC Transit workers in all functional areas have changed and grown dramatically in recent years, as have tools and procedures required to perform many of these assignments. Phenomenal advancements in equipment and procedures have become a way of life. Therefore, the Center was planned for flexibility and ready adaptation to future needs and practices.

As the Center's programs become fully developed in coming months and years, the District will invite other agencies to make use of the facility's ideal learning environment and state-of-the-art resources.

## Shepard takes national transit post

Ward V Director *Linda I. Shepard,* Board Vice-President, has been unanimously elected Vice President-Human Resources by the American Public Transit Association.

She will be involved in shaping improved employment and career advancement programs for a wide range of transportation personnel. "This is a great opportunity for me to address directly many of transit's personnel-development issues," Shepard said.

On AC Transit's board since 1982, Shepard represents Fremont, Newark and South Hayward. She is a communications consultant.

**THE COVER — When AC Transit took over from a failing private operator in 1960, the aim was to provide the new "owners" — East Bay voters/taxpayers who had approved the new public agency — with the best, most efficient service for dollars expended. "Our goals today are the same as they were then," says Board President William J. Bettencourt, a Director since the beginning. To lend perspective, however, he points out how much transit has changed in 25 years, especially its funding. "The path to reaching these goals may seem more tortuous today," he notes, "but we're going to continue to serve the public interest."**

# *MTC award honors transit coordination*

## Cooperative programs spotlighted

*Acting General Manager Nat Gage (right) accepted the MTC's "Award of Merit" on behalf of all Regional Transit Association member firms. MTC Commissioner William Lucius (left) offered congratulations.*

As one of the six member organizations which comprise the Regional Transit Association, AC Transit shared in the honors accorded RTA last month by the Metropolitan Transportation Commission at its 1985 awards ceremonies.

RTA's "Award of Merit" recognized joint efforts toward improved Bay Area transit coordination and toward helping female/minority-owned enterprises to do business with transit. RTA programs which earned MTC approval included:

- Coordination of public transit services during the Democratic National Convention in San Francisco with the aim of carrying regular patrons while accommodating the mobility needs of 30,000 delegates and other visitors. A special RTA task force met regularly prior to the convention to hammer out the complicated logistics and schedules involved in this undertaking.
- Creation of a clearing-house where employers can obtain passes for eight transit systems to sell to employees at work-sites.
- Establishment of a uniform certifying system for minority/female enterprises seeking contracts with Bay Area transit organizations and the MTC.
- Sponsorship of annual seminars to orient minority/female firms to the needs of transit operators and, conversely, to provide information about such firms to the operators.
- Organization of a career development program which graduated 110 transit employees last summer after they had completed sessions in supervisory and management skills.

Acting General Manager *Nat Gage* accepted the "Award of Merit" on behalf of all the RTA organizations, which, besides AC Transit, include BART, MUNI, SamTrans, Golden Gate Transit, and Santa Clara County Transit.

# AC, BART study new pact for linkage

For the second year, AC Transit and BART are considering an agreement for greater linkage of operations through a network of bus-to-train, train-to-bus service. The proposal discussed by AC Transit Directors September 24 calls for the District to provide some $3.8 million in "feeder" bus service during a period which extends through June, 1986. It provides also for a $1.7 million payment by BART as partial recompense for passenger transfers issued in the course of the wheels-to-rails service.

In the new agreement, AC Transit will be aiming to achieve the maximum number of coordinated bus/train "meets" (five to seven-minute transfer times between bus and train).

AC Transit's initial pact for providing beefed-up service to East Bay BART stations, signed in September, 1984, extended through June, 1985. BART Express bus services (part of that 1984 agreement) remain unchanged for Fiscal 1985-86.

*BUS/TRAIN LINKS — More connections like this — bus and BART — are the aim of a new purchase-of-service pact. This location, BART Bay Fair, is among those with signal lights which alert drivers to momentarily arriving trains.*

## District drivers Poston and Price, three retirees die

Two AC Transit drivers and three retirees have died within recent weeks.

*Ardell Poston,* 60, an East Oakland Division driver who had been employed by the District for nine years, died October 2 in Oakland.

Poston is survived by a daughter, Rhonda Fredericks. He lived in Oakland.

*Louis Price,* 53, who was a Richmond Division driver with 15 years of AC Transit service, died October 3 in Pittsburg. He leaves a daughter, Karen Price.

Price was a resident of Pittsburg.

A long-time transit retiree, *Franklyn R. Lloyd,* 94, died September 19. His retirement occurred in 1955, when he completed a 45-year career with Key System, AC Transit's predecessor. His position at retirement was purchasing agent.

Lloyd, whose home was in Santa Rosa, is survived by a son, Franklyn, Jr.

*Gerald Pitts,* who retired early in 1984, died September 20 in San Francisco. He had been an Emeryville Division driver before completion of a 28-year period of transit service.

A San Pablo resident, Pitts is survived by his widow, Helen, and five children. They are Rebecca Griswold, Ruth Rodriguez, Lila Heuer, Roy Pitts, and John Pitts.

*Frank J. Howell,* 73, who was an Emeryville Division driver when he retired in 1973 after nearly 27 years of service, died October 20 in Vancouver, Washington, where he made his home.

Survivors include his widow, Sue, and daughters Sandra Mikeself and Sue Howell.

# *District's history is tied to growing w*

## 1960: building on a long-time transit tradition

AC Transit, California's first public transit district, noted its quarter-century of service this month. Though the System actually dates from 1955 passage of a California law establishing the state's first special transit service district, buses bearing the District's now-familiar winged-oval logo rolled out of the yard for the first time on October 1, 1960.

Twenty-five years ago when the new public agency took over from a failing private operator, bus service to the East Bay required some 600 coaches to serve 38 million annual riders in an area populated by about 900,000. Today, the District requires an 850-bus fleet to carry 80 million passengers annually among a population which has ballooned to 1.6 million.

Service growth in the past quarter-century has been as dramatic as the changes in population centers of the metropolitan and suburban East Bay. In 1960, the Alameda-Contra Costa Transit District's operating area consisted of 13 cities in the two counties indicated in the agency's formal title. In 1985, AC Transit operates some 170 routes (some under contract with other jurisdictions) that spread out to cover about 650 square miles of the two counties. A few routes still are operated in near-rural spaces; but today, those routes are far removed from Oakland, the hub of the service area, and the intervening expanses are filled with burgeoning suburbs.

The District got off to an auspicious start in 1960 by adding 250 then-new GMC coaches and a host of innovations, such as intercity express routes, to the service inherited from its predecessor organization. And in the ensuing years, AC Transit built a national reputation for excellence in service delivery and fleet maintenance.

Today, the fleet includes a wide range of revenue vehicles — from 60-foot articulated MANs to new 23-foot Neoplans acquired for testing in neighborhood service. Support for this diverse fleet — and for tomorrow's additions —

*(Continued on page 12)*

# ith an expanding Bay region

## Transit Time- Capsule

*1955*

**State Legislature passes bill permitting creation of public agency to operate transit.**

*1956*

**Alameda and Contra Costa County voters approve creation of two-county transit district.**

*1958*

**Remaining transbay train service replaced by bus operations.**

*1959*

**On October 20, voters approve $16.5 million bond issue to acquire Key System Transit Lines.**

*1960*

**Buses begin operating under public ownership; first of 250 new "Transit Liners" go into service on Christmas Day.**

*PASSING PARADE — On the Thursday before Christmas, 1960, Oakland's Broadway hosted a cavalcade of historic transit vehicles (top, page 6), organized to introduce the first of AC Transit's order of 250 GM "Transit Liners" (far right), slated to replace such acquired Key System work-horses as the pre-war bus shown second-in-line. Parading also (left) was a circa-1928 Ford Model A jitney bus, which had once been a familiar sight on Oakland streets.*

*CHAMPAGNE SEND-OFF — The June, 1960, cartoon (left) heralded purchase of Key System Transit Lines for $7,500,000 making possible October's bubbly "launching" (above) of actual service.*

## More recognition awards Go to District employees

With selection of the latest honorees in the Employee Recognition Program (pictured on this page), the District announced plans for a new competition among those employees who keep AC Transit buses clean, fueled, and ready for service. Ground rules are now being established for this new program, kicked-off by a surprise inspection of coaches for cleanliness of seats, floors, stairwells, windows (inside and out), and exteriors, especially wheels and rear panels.

Planners of this upcoming competition-for-excellence among service employees are *Diane Nygaard,* programming and analysis manager; *Gene Gardiner,* operations center manager; and *Glenn Andrade,* purchases and stores manager.

*TOP PERFORMERS — In the words of his immediate supervisor, Emeryville Superintendent "Mo" Gross, who nominated him as Employee of the Quarter, Thomas P. Ward (top, with wife Greta) "is an outstanding Dispatcher and is an asset to the District". He was commended further for his good working habits, dependability, and dedication. In Ward, longevity combines with quality, because he has been a transit employee since 1946, when he joined AC Transit's predecessor as a driver. He has served as a dispatcher since 1954. A second Emeryville employee singled out for honors this month is Larry Slate (above, left, with wife Sharon), who was chosen Mechanic of the Quarter. According to Slate's immediate supervisor, Herman Johnson, the award winner "has received numerous letters of commendation for his conscientious work". Slate joined the District in 1969 as a driver, transferring to Maintenance in 1975 as a mechanic. He recently was promoted to Mechanic AA. This month's third person to receive Employee Recognition honors is James C. Taylor (above, right). In the words of his immediate supervisor, Richmond Division Superintendent Lee Skilling, Taylor "has consistently demonstrated a high level of productivity, along with a high quality of work performance, during his 30-plus years with AC Transit and its predecessor company, Key System Transit Lines". Taylor, also a 25-year Safe Driver, received added praise for his outstanding job attendance record.*

# FOCUS: Transit People and Projects

*TURNING SILVER — The marking of AC Transit's "official" 25th birthday at the divisions began very early on the mornings of October 1 and 2, with ceremonies honoring a range of employees who have given extra measures of conscientious service over a period of years. Also offered were such traditional party touches as banners and refreshments, including catered breakfasts or lunches served throughout the celebration days so as to include different work-shifts. The food and fanfare over, however, employees such as these at Richmond Division, took up the daily routine of bringing District bus service to East Bay passengers.*

*AC UPDATE — AC Transit Board President William J. Bettencourt, guest of honor at the October meeting of the Retirees Club, described recent events and suggested ways in which District "alumni" can lend continued support. In addition, he presented members of the group with 25-year anniversary pins. Retirees Club officer John Krajcar, former Purchases and Stores manager, is at right.*

*Loren Ball, general superintendent, poses with one highly visible part of Emeryville's current upgrading — the 400-foot wall which now shields the facility's 45th and San Pablo frontage.*

# It's not such a small wall after all

**China's Great Wall may be more famed and photographed, but Emeryville Division's Small Wall is currently getting a measure of attention too. It's a structure some 400-feet in length stretching across the front of AC Transit's 45th and San Pablo Ave. yard, where serious construction is now underway.**

**The District's Little Wall, however, is just one part of a construction program which is giving Emeryville Division personnel plenty of challenges.**

**Getting all the mass of equipment and personnel organized in a new mode of operations while continuing to meet service demands, Emeryville people have found, can put major demands on the skills and patience of the whole division.**

**According to Emeryville's General Superintendent *Loren Ball*, the yard is currently operating "with less than one-third the area previously available" before facilities improvement construction started earlier this year. To meet this space problem, 100 buses are stored part-time at a temporary location in Berkeley. An additional 16 buses have been moved to the Richmond operational yard, and another 9 are being held at Newark.**

**"We have been able to maintain operations quite well under the circumstances," Ball says, looking over the busy yard. "We have not missed any runs as a result of the current construction, but it has been tense a few times."**

**Behind the length of wall, which parallels San Pablo Avenue, construction workers are busy putting up a new operations building, installing a bus wash rack and fuel island, and tearing up old chunks of asphalt for replacement. The barrier — for security and noise reduction — is made of 6,000 textured blocks and rises to between 11 and 12-feet. In time, the wall will run all the way around the perimeter of the division.**

**"This is going to be a very impressive operational facility," Ball says of the future yard.**

**Current construction time-tables call for the Emeryville facility to be fully operational in late 1986.**

# Our 'Stockholders' Write

25th ANNIVERSARY 1960-1985

Recently I had to come back to Oakland for some business reasons, and I decided to ride the buses, and see if they were the same as when I lived here, and also to compare them to the buses in Washington, DC. I had the opportunity to ride with a female driver to the NSC, which is where I used to work, as I work for the Navy in Washington.

This female driver *(Patricia McFall)* was one of the most courteous drivers I have ever had the opportunity to meet. The bus was quite dirty inside, but she seemed to brighten up the interior. All the passengers seemed to be friendly and she spoke to every one getting on and off the bus. The driver seemed to get everyone talking to one another, which in itself is very rare. She announced all of the streets that had connecting buses and all of the buses that you could connect with on that street. Kneeled the bus down for all of the older people that were having problems getting on the bus; and if she couldn't get close to the curb she also used the kneeler for the people that were having problems getting on.

All of the school children that got on her bus spoke to her or joked with her, which amazed me as they all used to be so very bad on the buses. She had not one bit of problems with anyone.

She also had a student on her bus who was driving when I caught the bus back, I was very impressed with her teaching.

I really feel she is an asset to your company. The way she handles people is remarkable. I want to thank you for a very memorable ride.

M. Amtwin
Washington, D.C.

There is a driver on the 54 Line who should have an award for courtesy and good driving. He always makes everyone welcome with a thank you and a smile. And for us old folks, he always pulls to the curb. That is a big help to us.

I do not know him personally, so I asked him for his name. It is *Melvin Sauceda.*

Mrs. Hutchinson
East Bay

* * *

I still say that AC Transit drivers are the nicest ones in the country, but I want to commend a very special driver, *Deborah Lanier.*

I rode on an 82 bus with her, and she greeted everyone with a happy 'Hello'; and, as each departed, she would say, "Watch your step", etc. Everyone thanked her for her beautiful attitude. She made each rider feel important. Besides that, she's an excellent driver.

Kittie Steele
San Leandro

* * *

All the children, their parents and myself would like to thank you for making our first bus ride such a pleasant experience. We appreciated all the extra time and effort so that our trip would run smoothly.

Joan Hart, Teacher
Warm Springs Tiny Tots
Newark

* * *

Sincere congratulations and best wishes for a bright and happy future.

An appreciative Senior Citizen...
Minnie Nelson
East Bay

# Actions of the Board

At an adjourned regular meeting September 24, the Board of Directors:

- Authorized two District representatives to attend APTA's annual Transit Data Summaries Conference in November in Orlando, Florida, on motion of Director Shepard.
- Authorized Acting General Manager to enter into contract with BART to provide "feeder" bus services for Fiscal Year 1985-86, subject to specified revisions and legal approval, on motion of Director Fajans (see story, Pg. 5).
- Approved contract award to S. J. Amoroso Construction Company/Verrett Construction Company for East Oakland Division reconstruction; authorized Acting General Manager to issue Request for Proposal for a fleet maintenance training program, on motion of Director McDonnell.
- Authorized four added non-management Print Shop positions, on motion of Director McDonnell.
- Authorized travel of Director Wiggins to attend the October COMTO meeting in Los Angeles, on motion of Director Nakadegawa.


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Michal Settles ..... Training and Education Manager
George C. Skezas ..... Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Richmond




## Now 25, System is modernizing, adapting to meet new era

*(Continued from page 6)*

will be greatly improved by a $125 million program that is rehabilitating AC Transit's operating facilities, and the maintenance, communications, and information-management equipment and systems within the facilities.

As these facilities come on line in the late 1980s, the changes will provide a new look to AC Transit's operating and maintenance structures and procedures. Equally important are the new tools incorporated in the facilities and the new processes being adopted and adapted to District usage.

Even while celebrating with pride a quarter-century of accomplishment, AC Transit looks with great anticipation and keen interest to the completion of this comprehensive modernization program for meeting the challenges of a demanding decade.


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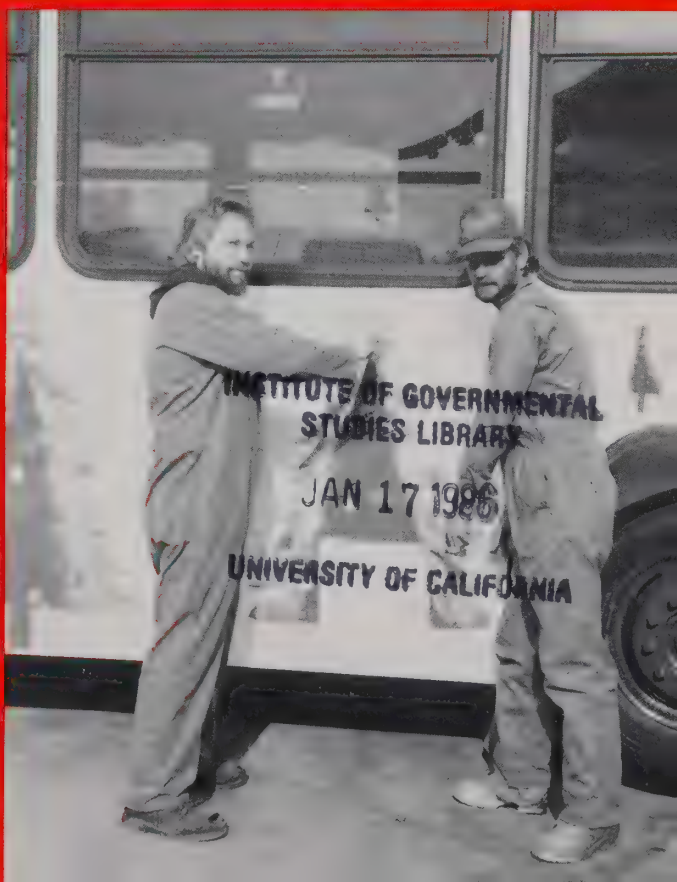
# Transit-Times

November-December, 1985
Vol. 28 No. 5-6

## Eye-catching coaches salute the season



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Best Wishes for the New Year

## What the Press is saying about transit

# THE TRIBUNE

# *Shifting gears at AC Transit*

As AC Transit proudly celebrates its 25th anniversary this year, the doughty Eastbay bus system also less proudly shows its age. When it took over and expanded the historic Key System in 1960, the district had the power to raise operating money through property tax increases. But Proposition 13 ended that in 1978 and left the system minus 25 percent of its previous operating revenue.

Ever since, AC Transit has scrambled to make up the gap from federal and state sources, supplementing bus fares that account for only 35 percent of its $149 million annual budget. And though fares went from 25 cents in 1978 to 35 cents, 50 cents and now 60 cents, the cost of serving AC's 210,000 daily riders still must be subsidized by a dollar per passenger per trip.

The AC Transit board of directors must find new funding formulas and operating savings to make up a projected $5 million annual operating deficit over the next five years. Its ultimate choices are already clear.

It must muster the political will not only to raise fares again as a short-term source of increased revenue, but also to cut back on least-patronized routes. Raising fares and cutting inefficient routes are guaranteed to elicit patron outrage. And when two-thirds of riders come from families making less than $20,000 a year, board reluctance to move in those directions is understandable.

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An increase in the basic fare from 60 cents to 70 cents and in transbay fares from $1.25 to $1.50 would bring fares in line with cost-of-living increases over the last quarter-century. Across-the-board increases would raise more revenue than fare hikes only for more affluent transbay commuters. "All riders contribute to the deficit, not just the 20 percent who are transbay riders," AC board member Jerry Wiggins points out.

Even at 10 cents more, Eastbay bus fares would still be cheaper than those in other major cities with low- and moderate-income populations. Fares are 85 cents in Los Angeles, 90 cents in New York and $1 in Philadelphia. San Francisco bus fares remain at 60 cents because the Municipal Railway is heavily subsidized by San Francisco city and county general funds, a luxury AC Transit does not enjoy.

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Even with an increase, the fare box won't cover all of AC's costs. For operating subsidies, the board should look beyond its traditional sources of revenue and explore entrepreneurial opportunities. It should work to:

- Establish rush hour bus-only lanes on the Bay Bridge and its approaches to lure more passengers and increase farebox revenues.
- Increase Bay Bridge auto tolls to $1, with most of the extra 25 cents going to subsidize AC Transit's maintenance costs.
- Sell maintenance services to other bus companies from its modern and underutilized Oakland repair center.
- Identify other profitable markets for bus service beyond its Alameda-Contra Costa county district.

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# Director states District's funding stand

AC Transit's serious financial problems continue even though Alameda, Contra Costa and San Francisco counties generate sufficient mass transit funding to support all current bus and rail service, according to District Director *Michael H. Fajans* during a presentation November 21 before a group of state legislators.

The problem, Fajans told members of the State Senate Transportation Committee, results from the diversion into capital programs of significant portions of the revenues currently authorized for financing transit operations. The Metropolitan Transportation Commission (MTC) and its transit funding process have yet to allocate all available discretionary monies in the three counties to operational purposes, he noted.

A current source which should yield more operating revenues, said Fajans, is the half-cent sales tax established initially to fund BART's capital needs. Although the transit funding picture has changed drastically in recent years, three-quarters of these revenues still are dedicated entirely to BART, leaving only one-quarter available for allocation toward needs of major transit operators in the three BART counties.

Director Fajans reminded the committee of 1979 legislation (closely following passage of Proposition 13, which severely slashed the District's financial base) calling for development of long-term financial management plans to support AC Transit, BART and San Francisco MUNI. As 1985 draws to a close, AC Transit still has not had the benefit of any such long-term financial program, he stated. Instead, the MTC joins the three transit agencies in a process of protracted annual discussions producing compromises labelled by Fajans "short-term bandaid answers to our requirements."

*(Continued on page 5)*

# Board approves transbay fare hikes

AC Transit Directors voted to increase bus fares between the East Bay and San Francisco on January 1, 1986, and set the date for a public hearing to consider adjustments in local fares. The Board's action on transbay fares — expected to bring in additional annual revenue of approximately $750,000 — took place at a November 26 meeting.

The hearing to receive passenger and public input on local fares was set for January 22, 7:30 p.m., at Metropolitan Transportation Commission headquarters, 101-8th St., Oakland. Until the Board hears and reviews comments from that hearing, local fares will remain at current levels. Action on transbay fares came after review of information from a September 10 public hearing and of staff reports emphasizing the District's need to generate more revenue.

AC Transit bus patrons crossing the Oakland-San Francisco Bay Bridge will pay, as of January 1, the following fares:

**ADULTS: Zone 1, $1.50; Zone 2, $1.85; Zone 3, $2.25.**
**YOUTH, SENIORS, HANDICAPPED: Zone 1, 70 cents; Zone 2, 85 cents; Zone 3, $1.05.**
**MONTHLY PASSES: Zone 1, $54; Zone 2, $67; Zone 3, $81.**

Currently, distance-based transbay fares range from $1.25 to $1.75 for adults; and from 60 cents to 80 cents for youths, seniors, and the handicapped. Riders who now use passes for their transbay commuting have been paying at this rate: Zone 1, $45; Zone 2, $54; Zone 3, $63.

Patrons on AC Transit's new Line DB, which provides service across the Dumbarton Bridge, also will note a fare hike as of January 1 — to $1.50 from the current $1.25.

Though transbay increases were included in the District's long-range financial plan as presented to the MTC

*(Continued on page 12)*

## Richmond Division operator, Three retirees meet deaths

A driver and three retirees have died in recent weeks.

*Nathaniel Greene*, 49, who retired earlier this year after 22 years of service, died November 17 in San Pablo. A driver at East Oakland Division before he retired, Greene was a resident of El Cerrito.

He is survived by his widow, Sandra, and children: Yarmonica, Thomas, and Timothy.

*Marcia Barrow,* 27, a Richmond Division driver with three years of service, died November 9. She was a resident of Richmond, and is survived by her children—Betty, Ericka, Tommy, and Dineka—and her mother, Betty Lee Buggs.

*Ralph F. Inklebarger,* 69, a retired East Oakland driver who had completed 39 years of transit service when he left AC Transit in 1981, died November 7 in Hayward. He was a resident of San Leandro.

Inklebarger was among the ranks of drivers qualifying for the District's 25-year Safe Driving Award. He achieved this milestone in 1977.

He is survived by his widow, Minnie Bell.

*Frank A. Rose,* 73, who retired as a Seminary Division driver in 1975, died October 25 in Oregon, where he made his home. At the time of retirement, he had completed 31 years of employment with AC Transit and its predecessor.

He is survived by his widow, Genevieve.

## *The Cover*

**Special traditional season's greetings were extended again this year on behalf of the District as Maintenance Department employees put their creative talents to work on the 1985 Holiday Bus. Assisting in the effort were Don Jamison (right in photo lower right) and Kevin Frye, attaching decorative and colorful trees to the outside of the bus, while Larry Nelson fastened holly strands on the interior of the coach.**

## Safe drivers honored

**WINNERS!—*Edith B. Stiles* (top photo), displays the patch marking her three decades of safe driving. The 30-year record has been achieved by only one other woman driver and eight men in the history of AC Transit and its predecessor companies. She launched her public transit career in the East Bay when she qualified for bus driver on Nov. 17, 1953. *Glendel E. George* (bottom photo), having reached the 25-year safe driving mark, receives his award from Emeryville Division General Superintendent *Loren A. Ball.* George started as a driver Nov. 1, 1957. Ceremonies for both drivers were December 3 at Emeryville Division.**

## *Paging potential part-timers*

*EMPLOYMENT INFO—Veronica Brown (standing), Personnel, assists a husband-wife team of potential part-time drivers — Manuel and Bernice Velasquez — in completing applicant information cards during AC Transit's November recruitment program. Aimed at developing a list of eligible candidates for future part-time driver needs, the personnel outreach effort took place on District buses parked at BART stations in Fremont (locale of this photo), San Leandro, and El Cerrito.*

## State legislators asked to back transit funding consensus

*(Continued from page 3)*

"Such subsidies are barely sufficient to meet our bottom-line funding needs, let alone allowing us to engage in long-term financial planning," he declared, noting that AC Transit's situation is further complicated because the allocations — which make up more than 40 percent of the District's budget — usually are established only weeks before the beginning of each fiscal year. In sharp contrast, the Director noted, funding of 100 percent of BART's operational needs (plus some capital requirements) is virtually assured each year, and MUNI is in a relatively comfortable position of being able to count on the City and County of San Francisco for financial support.

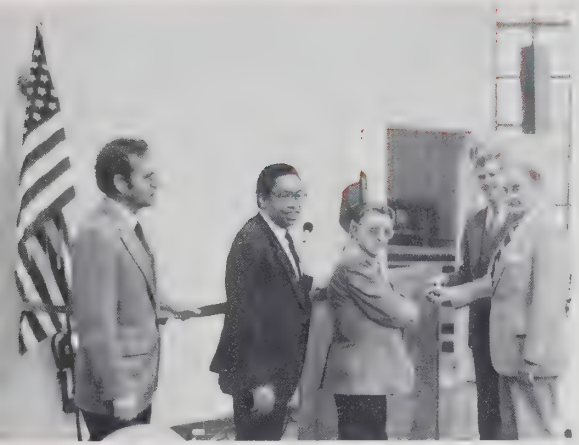
Fajans urged the legislators to promote development of a regional consensus on the distribution of currently available finances to support mass transit operations:

"We support and endorse the concept of new starts and service extensions provided careful plans are laid and implemented, from the beginning, toward funding their continuing operation from new sources of revenues — and not at the expense of existing transit service," Fajans declared.

"Sufficient discretionary monies are available, potentially, to maintain and add to current levels of service — and without adverse impact on major capital expansions," he added. "However, we have not been able to persuade our counterparts to allocate adequate levels of discretionary dollars to maintain and improve the region's long-existing transit service."

During his testimony before the Senate Transportation Committee, Fajans (who represents AC Transit's Berkeley and north Oakland areas) was flanked by Board Vice President *Linda Shepard* (who represents Fremont and Newark) and *Jerome Wiggins* (who represents western Contra Costa County and parts of Berkeley).

# Guests, employees help launch ne



*Training and Education Center ribbon-cutting participants included (left to right) Director Michael Fajans; Assemblyman Elihu Harris; Board President William Bettencourt; Assemblyman Johan Klehs; and Acting General Manager Nat Gage. Harris (above right) gave opening remarks.*

*ACTIVITY SLATE — Training and Education's open house guests took part in a range of activities, from admiring elements of exterior design (above) to test-driving a real, full-sized bus over an onsite training course, as Marsha Andrade (right) decided to do. All ages (above right) joined in marking the Center's opening, with balloons and refreshments adding to the festivities.*

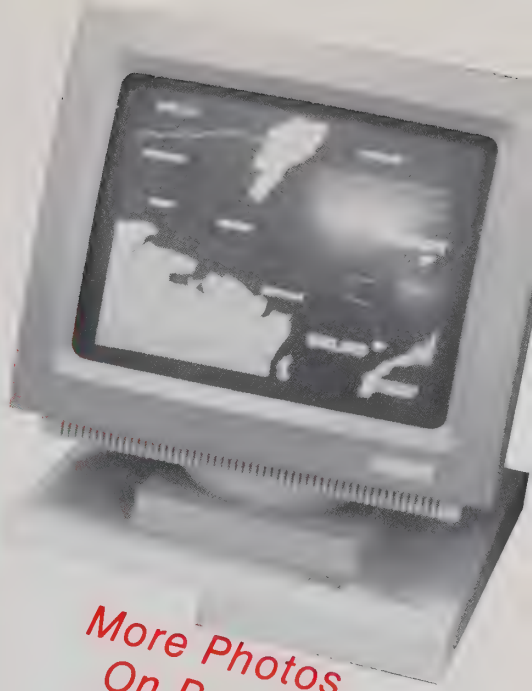
# v learning center

**The District's new Training and Education Center drew positive reviews from scores of officials and educators during ribbon-cutting ceremonies Oct. 25th.**

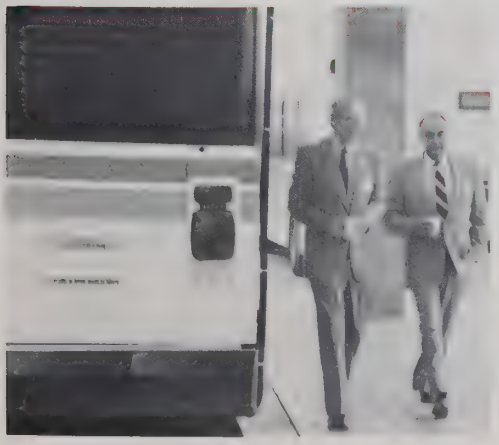
**"This facility stands as a monument to AC Transit's dedication and determination to provide good transit service," said Assemblyman Elihu Harris of Oakland. "The District is very important to the economic and social vitality of our area. Many people are dependent on mass transit, and their needs demand highly-trained transit workers."**

**Hayward Mayor Alex Giuliani predicted that the Center's output "will help answer our transportation problem". And Assemblyman Johan Klehs of San Leandro stated: "This Center demonstrates that AC Transit is keeping a competitive edge in training employees."**

**Then on Oct. 26th, a "Family Day" picnic gave employees, retirees, and other guests an opportunity to tour the Center and view its state-of-the-art educational environment.**



More Photos On Pg. 11



*PROJECT CULMINATION — The Center's opening had particular significance for Training and Education Manager Michal Settles (above, with Director Michael Fajans and Purchases and Stores Manager Glenn Andrade). Years of District planning included selection of such state-of-the-art training tools as (top) computer consoles for one-on-one drill of new drivers in such subjects as bus route geography. Acting General Manager Nat Gage (left) looked over the facility with Henry Nejako, UMTA Deputy Regional Administrator.*

# FOCUS: Transit People and Projects

## *Checking for clean coaches*

*NEAT FLEET CONTEST — Gene Gardiner, operations center manager, is one member of a team of inspectors now making unannounced visits to divisions to check on the cleanliness of buses. This program will result in the selection, each month, of the division which produces the cleanest bus fleet during a competition for service employees which runs until June 30, 1986. Eligible service employees within the winning divisions will be competing for a series of awards which include department store gift certificates and United States savings bonds. Plaques will be posted, also, at divisions singled out for "neat fleet" honors. The program is based on the philosophy that clean buses are an integral part of service, impacting on the morale of both passengers and drivers.*

*LEARNING EXPERIENCE — Students from the California School for the Blind in Fremont, including Richard Bland (right) and Scott Brown (left) were part of an educational training program directed by their instructor Leanne Lauren (center) in November. AC Transit provided the coach. Driver Dave Triplett and Supervisor Ron Johnsen to assist students in learning to ride. Such an activity is part of the District's outreach policy for residents of the East Bay service area.*

# FOCUS: Transit People and Projects

*TRANSIT TALK — Festivities connected with the October opening of the Training and Education Center brought together this group of women transit professionals — some still on the job, some retired after many years of service. They are (left to right) Driver Wilma Morgan; Superintendent "Mo" Gross; Retirees Marjorie Ezell and Reba Gauer; and Supervisor Eleanor Ehmke from 'County Connection'.*

*INFO SPACES — AC Transit Maintenance Department workers Cliff Snyder (left) and John Wardy (checked shirt) recently installed bulletin boards for posting information relating to a newly introduced motivational program for employees. Seven such display spaces have been placed throughout the District to carry weekly messages on policy, passenger-driver relations, self-help suggestions, and other information designed to be helpful in employees' day-to-day work. Launched in mid-November, the pilot program is a first for the District.*

# Facelift funded for aged Key System streetcar

The Bay Area Electric Railroad Association, Inc., has received an $8,000 federal grant to restore and preserve a 1911 streetcar once operated by Key System, AC Transit's predecessor. Car No. 352 (as it looks today, bottom photo, compared to its appearance on the streets of Oakland in 1947, top photo) will undergo renovation at the Western Railway Museum in Rio Vista Junction, which is operated by volunteers belonging to the railroad association.

The vintage car is one of 60 built in St. Louis, Mo., for the Oakland Traction Company, which later became Key System, providing streetcar service along routes in Berkeley, Alameda and Oakland until the company's conversion to buses in 1948.

Following restoration, the vintage car will join the museum's more than 100 acquisitions dating from transit's bygone era.

## Retirement round-up

- **Mario Benassi,** Machinist, Central Maintenance, 31 years.
- **Irene Bieneman,** Assistant Payroll Supervisor, General Office, 30 years.
- **Virgil E. Bright,** Dispatcher, Richmond Division, 25 years.
- **Phyllis C. Fehr,** Driver, East Oakland Division, 34 years.
- **Harold E. Hagler,** Driver, Richmond Division, 11 years.
- **Charles W. Skaggs,** Driver, Emeryville Division, 13 years.
- **David R. Stewart,** Driver, Newark Division, 17 years.
- **Dorothy Williams,** Ticket Seller, Transbay Terminal, 28 years.
- **Richard K. Windrich,** Dispatcher, Newark Division, 25 years.
- **John Zorman, Jr.,** Driver, East Oakland Division, 39 years.

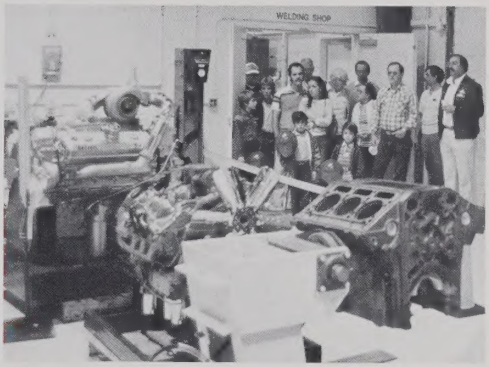
## AC hosts "Phantom Commuter"

*PRESS VISIT — "The Phantom Commuter" (back to camera) and Photographer Gordon Stone (right) of the San Francisco Examiner checked out AC Transit's program for new drivers at the Training and Education Center, Hayward, in mid-November. "The Phantom", who requested anonymity, toured facilities and sat-in on training sessions, accompanied by Billy Bishop, transportation training coordinator (top left).*

# Training Center hosts open house, tours

(Continued from Pg. 7)

## Opening events at AC Transit's newest facility attracted scores to state-of-art learning site



*After touring sites such as the maintenance training shop (above), guests had the opportunity to enjoy refreshments and socialize. Acting General Manager Nat Gage (left, standing) greeted ATU Local 192 representative John Wesley and other attendees.*

*Among crowds of friends, families, and District employees visiting the Training and Education Center October 26 were (front row, left to right) John Palmer, Michael Ayers, Brenda Neal, Tom Pernell; and (back row) Felicia Jackson, William Hutcherson, and Claudia Harris.*

*Legislators, transit officials, and East Bay civic representatives were present for the new Hayward facility's official ribbon-cutting October 25, with State Assemblyman Elihu Harris noting its potential for meeting the continuing need for "highly trained transit workers".*

# Actions of the Board

At an adjourned regular meeting October 30, the Board of Directors:

- Approved service adjustments on Lines L and 88, on motion of Director Nakadegawa.
- Authorized travel of Board members to Urban Mass Transportation Administration symposium on "Private Transit and the Public Sector" November 18-19 in Orlando, Florida, on motion of Director Nakadegawa.

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At a regular meeting November 13, the Board of Directors:

- Authorized travel of Acting General Manager to American Public Transit Association Workshop on Transit Insurance December 12-13 in Washington, D.C.; and of the Training and Education Manager to the American Society for Training and Development Conference May 18-23 in St. Louis, Missouri, on motion of Director Nakadegawa.
- Adopted resolution supporting I-80 Corridor Study, on motion of Director Nakadegawa.


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508 16th St., Oakland, California 94612
Telephone (415) 891-4777



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## Board establishes New fare structure For transbay riders

*(Continued from page 3)*

last year, some Directors expressed a deeper concern in regard to potential local increases, which, said Board President *William J. Bettencourt,* will affect "those least able to afford them."

At the present time, local fares are set at 60 cents for adults; 40 cents for youths; and 15 cents for seniors and the handicapped. Passes providing adults a month's unlimited rides on local routes now sell for $24.

"By raising transbay fares," Bettencourt stated, "we feel we are impacting those who have employment and who are generally more able to absorb the increases. No Director is anxious to raise fares, but we must produce additional revenues to continue operations at present levels."


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